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BIRTHS.

On the 8th April, at Shanghai, the wife of R. HARE, I. M. Customs, of a daughter.
On the 10th April, at Shanghai, to Mr. and Mrs. R. E. LEWIS, a daughter.
On the 12th April, at Shanghai, the wife of J. HUIDEKOP, of a son.
On the 12th April, at Shanghai, the wife of Mr. CHARLES RICHARDS, of a daughter.

MARRIAGES.

On the 11th April, at Ningpo, the Rev. HARRISON K. WRIGHT and Miss EDWINA W. CUNNINGHAM.
On the 11th April, at Shanghai, GEORGE FREDERICK HUTTON-POTTS, fifth son of the late Lipton Hutton-Potts, J. P. of Firby Hall, Bedale, Yorkshire, Esquire, and Mrs. Hutton-Potts, of Harrow-on-the-Hill, to ESMÉ STUART, third daughter of Captain and Mrs. F. H. Wallace, of Shanghai.

DEATHS.

On the 7th April, at Shanghai, Dr. MARY GALE, aged 65 years.
On the 9th April, at Shanghai General Hospital, WILLIAM CURTIS, aged 73 years.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, APRIL 21, 1906.

HONGKONG BANKRUPTCIES.

(16th April.)

Nobody would guess from the bald statement which is issued by Mr. Arathoun Seth, C.I.S.O., Registrar of the Supreme Court, that there was ever anything of surpassing interest in the high Courts of the Colony. Figures have such an unprepossessing appearance that with few exceptions little attention, it is to be feared, will be given to his report on the doings of the Court during the past year. The gentleman who goes

under the appellation of the "man-in-the-street" will not even glance at it. Still there are some points which are of passing interest to those who care to delve into the mass of figures which adorn the report. For instance, there appear to have been 64 bankruptcies during 1905—a comparatively small number when we remember the inducements offered to merchants and others in Hongkong to speculate rather than to invest. These bankruptcies involved liabilities to the amount of \$3,125,657.21. As showing the hopeful spirit of the bankrupts the declared assets to meet those liabilities amounted to \$1,867,768.51 but when it came to realise those assets the result totalled \$217,775.36 about an eighth of the estimated total. One of the defaulters had debts amounting to nearly a million dollars. He declared that his assets were a clear million and more, but when it came to realise his property the result was but thirty thousand dollars, so that, unless we read the figures wrongly, he over-estimated his assets by a million dollars. In the words of a well-known Hongkong financier—"He must have been a little bit off." It appears that there were 427 actions on the Original Jurisdiction roll at the beginning of the year and 154 had to be carried over for this year. The amount involved was \$7,845,780 and the debts and damages recovered amounted to \$2,051,983. The number of actions instituted in Summary Jurisdiction was 1,889 during the year 1905, and 394 were brought forward from 1904. Of these, 1,663 were disposed of, 752 being settled or withdrawn before trial, and 394 being struck out of the cause-book as having been standing over generally for more than a year, leaving a balance of 226. The total amount involved was \$749,169.34. It is extremely interesting to observe that since the Companies Ordinance came into force, in 1865, no less than 462 companies have been registered in Hongkong representing an aggregate capital of \$21,794,108. Some of the companies have faded away and gradually died, others were still-born, and at the end of last year there were only 254 of the original 462 on the register. Nevertheless, the number of companies in existence which have availed themselves of the Hongkong Ordinance is quite respectable, their aggregate capital representing \$28,558,561. Last year 38 companies were registered, from which a revenue of \$7,583 was derived by the Government. On the whole, the Registrar's report for the year has its points of interest, but taking it on the whole, and neglecting for the nonce its importance as an official survey, it would make capital reading for those who desire a sedative.

AN ICONOCLASTIC DISPLAY.

One of the features of the gymkhana on Saturday afternoon was the Ladies' Nomination Race, and it served to indicate the fact that the ladies of Hongkong are hopeless zany when a question of arithmetic occurs. The event was sufficiently absurd in itself, but the spectacle of a dozen ladies calculating backwards and forwards by means of their fingers and by the aid of a nibbled pencil, was irresistible. The idea was that each rider should hand his nominator a printed list of vegetables which had to be collected in a basket, and handed to the rider, together with the account for the goods. To the ordinary person that would seem to be less difficult than threading a needle, but if the committee had searched the earth for a more intricate, puzzling and heart-rending device they could not have selected a better. When the riders galloped up with their envelopes, the ladies were at hand to collect the vegetables and they flitted from basket to basket with the industry of a green-grocer's boy under the eye of his master. But that was mere child's play compared with what had to follow. By the rules, the fair nominators had to itemise the articles, calculate their value and add up the total. If Mr. Shelton Hooper, who is concerned about the market price-lists published in the newspapers, had witnessed the dilemma in which these chateaux were placed when it came to the current price of potatoes or oranges, he would have dismissed the matter as of no consequence, for apparently not one of the dames had the faintest idea of the price of vegetables. They had never seen a market price-list, or, at any rate, had never given it the slightest attention. So it would seem that the only people who do scan the lists are those who have no concern with the marketing. It is a fact—which can easily be tested—that most men know the price of goods sold in the public markets. They can quote the cost per picul of all sorts of vegetables at a moment's notice; they can even speak learnedly of the rise and fall in the price of bathbrick; and as for tinned provisions they are walking encyclopaedias on the subject. But what is the use of all this curious knowledge? The purchase of household commodities is outwith their province. That is in the hands of the mistress of the house—and she has not the slightest conception of the prevailing cost of cucumbers! At the gymkhana, these ladies knelt on the ground with a notebook, and they chewed their pencils in vain efforts to conjure up a picture of the market price column. In many cases it was the jockey who supplied the information that oranges were selling at three cents each or 20 cents the cattie for the best sweet variety. The price of such an extraordinary and unusual article of household use as the common or domestic carrot was utterly beyond the imagination of these ladies, who are presumably in charge of the menage of various houses in Hongkong, and one lady calmly solved the question and emerged triumphantly from her dilemma by giving the carrots to a pony. Then the

prices settled, the greatest tribulation of all occurred when the ladies entered upon the task of what is facetiously described as simple addition. Far from simple did these unfortunate ladies from the Peak find the addition of a few figures. They strove and laboured as probably few of them have done for many a day. They tried it standing, sitting and kneeling; they would have tried it flat on the ground if it had not been so public; they tried it mentally and they tried it by little shouts, and still two and two would make five. They got different totals on each occasion; they proved their sums by every known and conceivable method, and by some methods that were weirdly original, and still the total kept on changing. Finally, they gave up the attempt to get the correct answer as a dismal failure, and the judge had to announce that not one of the accounts had been correctly added up! How these ladies manage to keep a check on their household accounts is a mystery. They must be at the mercy of servants and tradesmen. They know nothing of figures—except of the human type—and they are blissfully oblivious of market values. They were all born before the Education Act of 1872 came into force and they have never troubled their heads about it. Being unconscious of their defect they have abandoned themselves to an orgy of ignorance. Occasionally they may wonder why their household bill is larger this month than it was last, but there it ends. The worst of it is that this appalling and abysmal oblivion to ordinary duty falls on those who are content or are compelled to reside on the lower levels. If "my lady" of the Peak is befogged on the subject of vegetables the dealer raises his prices, and those who count every halfpenny and do give attention to their accounts are also obliged to pay higher prices. None of those who were present at the gymkhana will readily forget the scene when these ladies were in the throes of addition. It was a saddening sight and a suggestive one. The committee in charge of arrangements might well agree to hold these meetings more frequently, if only that the fair residents of the Peak might have an opportunity of exercising their skill in calculating the price of everyday domestic articles.

"GOVERNMENT SERVANTS."

(17th April.)

A sad blow has been dealt to those who wear the livery of Government House, and, incidentally, to all who rejoice in the appellation of "Government servants." Of course, it is well understood by all who pretend to be acquainted with the official world that "servants" is a mere courtesy title when applied to those whom the ratepayers have the privilege of maintaining, just as the younger son of a duke is designated a lord, for no reason whatever. But these technical questions aside, all who have the glory of the "service" at heart will be pained to read the account in another column of the arrest of eight coolies, who once had the distinction of waving their arms and stamping their feet while bearing the burden of His Excellency in the gubernatorial chair. Not only have these eight "Government servants" been arrested; they have been imprisoned, or perhaps we should say incarcerated when referring to those who have been in Government employ. And it was for a paltry, trivial, ridiculous offence that they are now under lock and key—an offence which is perhaps no offence at all from the official coolies' standpoint. Only, the authorities in the New Territories are so absurdly antiquated in their notions of right and wrong that a jest is lost upon them, and what may be described as a mere "frivol" becomes a heinous crime in their old-fashioned eyes. These eight coolies had accompanied His Excellency to the New Territories. After a long and fatiguing walk they were offered tea—tea! They objected to drink a weak decoction of tea on the ground, no doubt, that it was bad for the nervous system. As every body knows, tea is apt to get on the nerves, and Government chair coolies must be protected. So they demanded samshu, which is understood to be a soothing, syrupy medicine, specially designed to lighten the weight of existence. Unfortunately, they met an individual who had no respect for persons. He actually required payment for his samshu, and very naturally the "Government servants" asked if he thought they ate dirt. They flaunted their red uniforms in his face; they pointed to the official crown on their sleeves; they exhibited the frills and flourishes and furbelows on their nether garments; and finally they called attention to the special variety of high-class Chinese which they used in conversing with the other. Still the New Territories' official was obdurate. He admitted that he had samshu, but the chit system had not yet penetrated to that benighted region, and until he saw the colour of their money there would be no samshu for them. Being "Government servants" the eight coolies could not brook such an insult. They immediately fell on the samshu-seller and left their visiting cards on his person. The matchless in which the samshu was supposed to be concealed also shared in the tumult and the poor coolies only desisted when they found themselves in the arms of the law. An unsympathetic magistrate sentenced them to pay a fine, and as they had not received their salaries, with exchange compensation, and were consequently unable to pay they had to go to jail, as if they were common malefactors. One may well ask what is to become of the "service" if "Government coolies" are not to receive any pec-

uniates? And what is to become of His Excellency when he desires to take a trip to the New Territories if his coolies are not to get reasonable refreshments—meaning samshu—after toiling and molling in the heat of the sun? Of course, there is the further question what would become of His Excellency if they did get refreshment, on such excursions, but that point does not enter into the present discussion. Meanwhile the eight coolies are endeavouring to reconstruct their idea of the eternal verities.

AN INCREASE OF SALARY.

Many people in Hongkong are quite convinced that if we had a municipal council all the ills from which we suffer at present, including a limited water supply and the plague, would be banished to regions unknown. They point to Singapore, which is blessed with a body styled the Municipal Commission, as an example of local, not to say parochial, government. But, of late it has become questionable whether a number of citizens representative of the general community can effectively manage the affairs of a Crown Colony. In the first place, try they never so hard, they are bound hand and foot by the Government. Whatever they propose has to receive the sanction of the Governor in Council before it is carried into effect, and judging from recent events their duties are limited to the collection of garbage. It seems that our Southern neighbour has a municipal engineer with whom it is well pleased. That gentleman petitioned for an increase of salary on the ground, apparently, that he could earn more in private life than he did as an official. The Municipal Commission at once seconded the suggestion, carried a resolution that the engineer should obtain an increase, and sent their recommendation to the Governor, who promptly vetoed it. Forthwith the Commission resigned en masse, or, at least, every non-official member refused to serve any longer on a board which was without power or influence. The Government members were, of course, obliged to say nothing, and they performed that portion of their task with a stolidity which is worthy of the highest commendation. The newspapers of Singapore have taken sides in the matter and a bitterly rancorous controversy seems to have arisen over the affair. The Straits Times, which is not given as a rule to wild imaginings, says: "If it is good enough for the Colony to chuck 20,000,000 of dollars in the harbour and thereby spoil it, surely, it is good enough for the Municipality to spend a few extra dollars on a well-ried and capable officer and keep him." If the Colony can afford the miserable loss of a salary, surely Singapore can be allowed the gratification of paying a few more cents to retain a useful engineer. We do not profess to have waded through all the ins and outs of this case, but the Commissioners have done so, and we follow them—for we can trust them. There is a high moral tone about these philippics which is most admirable in these days of simple money-grubbing and hard fact, and the ability of the Singapore writers to drag questions about Imperial finance and the Boxer war into a matter concerning the local engineer shows that the education of the younger generation in the south is not being neglected. But there is another side to this matter which also deserves consideration. The Municipal Commission have resigned because a gentleman drawing a handsome salary—a salary far in excess of what he would receive in a similar position in England—believes that he deserves a considerable addition to his monthly or quarterly remuneration. These representatives of the community of Singapore are filled with indignation that their municipal engineer should be underpaid; they would retain him at any price, and they have taken the only course open to those who desire to show their displeasure with the Government. In the meantime, they have graciously consented to act on the Commission pending the election of new members, a concession which the Government does not seem to appreciate properly. No doubt the people of Singapore know their own business best, but this wholesale resignation of seats does not strike the disinterested onlooker as entirely unbiased. Would these public representatives have resigned had the applicant for an increase of salary been a petty clerk, who had wasted the best years of his life behind a Government desk for a miserable pittance, which would be converted into a workhouse dole if he held an unspotted character after half a century's toil? If half a dozen junior employees had petitioned for a rise in salary so that they might forget the wolf at the door, and if the Government had refused it, would these public-spirited quasi-legislators have resigned? Or is it that the municipal engineer—whatever he may be, and doubtless, he is a most estimable man—is a member of the "hupper suckles" and one of the *don* *lon*, and, therefore, must be supported? Because the Government refused to sanction an increase of salary, was that any excuse for the resignation of the Commission? Had the members been actuated by a sense of duty, had they been championing the rights of the underpaid and underfed juniors their action would have been reasonable and even praiseworthy, but that the public business of a large city should be blocked because an official fails to get all he demands is preposterous. Hongkong may lag behind in some things, but from all the evidence it would appear that the lack of a municipal council is not an untoward evil.

CANTON'S POPULATION.

Recently, Mr. Henry Humphreys called the attention of the Sanitary Board to the desirability of securing the returns of the rate of mortality per mille in Macao and Canton, the object being to discover, if possible, in what degree Hongkong was affected by the prevalence of disease in these ports. It had been suggested that plague in Canton was by no means so serious as several observers had sought to contend, and that despite the lack of proper sanitary measures the capital of Southern China was in a comparatively healthy condition. The most diverse opinions prevail on this point, and so far it has been impossible to verify them one way or the other. As for Macao, weekly bulletins are issued on the subject, with the result that a comparative statement on the existence of disease and the mortality statistics in that Colony may be compiled, but Canton is in an entirely different position. In the first place, no authentic record exists of the population of that crowded city, and nobody has conceived it to be advisable to take a census of the inhabitants. Even if definite returns of the deaths which occur in Canton were obtainable they would be valueless, as a statistical statement in the absence of any accurate knowledge regarding the residential and floating population. Almost every writer who has visited and studied life in Canton has made an attempt to guess at the number of those who live in that centre of Chinese activity, but their authority for the statements published has usually crumbled away when subjected to acute examination. One writer estimated the population of Canton in 1874 at 1,560,000; another in 1881 placed it at 1,600,000; still another, in 1900, believed it to be 2,500,000; while others have recorded their guesses at anything between 750,000 and 2,000,000. Obviously, while all are agreed that there is an immense population in and around Canton, the figures given by passing chroniclers are really worth nothing, for the very differences shown in the estimates indicate that they are without official or authoritative backing. His Excellency the Governor interested himself in the Board's recommendation and framed a minute on the subject, in which reference was made to the statements appearing in various English, French and American publications as to Canton's population. In concluding his remarks, his Excellency wrote: "I think the above notes show that with any approach to accuracy through inquiries at the Chinese hospitals, Kaifong committees and coffin shops a record of the deaths at the city, these would scarcely enable us to estimate the rate of mortality per thousand of the population of the city." The probability is that even were it possible to secure an official statement regarding the population of Canton it would only be approximately accurate. Canton has a large transient population both on shore and aloft. It is visited by large numbers who come from the interior, remain a few days in the city and then return to their homes. They cannot be described as residents, and yet their presence on any particular day when a census was being compiled would affect the returns in such a way as to nullify their reliability in respect of mortality statistics. In cities such as Liverpool and Manchester where people actually reside—that is to say, have their dwellings to which they return no matter how far afield they may roam—the census returns can be accepted as an indication of the city's growth and upon these figures the Registrar-General calculates the annual and quarterly population. So close is it possible to make these calculations that after ten years, when another census is taken, it has been found that the estimate and the returns have differed by only a few hundreds. It is to be feared, however, that such a condition of things will never be found to prevail in Canton so long as it contains a migratory population. The houses have been numbered and, as Mr. Lau Chu Pak suggested, a census of the people might be taken, but aside from the fact that the task would be a prodigious one, especially in the hands of inexperienced enumerators, there is a variety of other factors which would vitiate the value of the recorded number of people actually in Canton. His Excellency has written "I fear it is very unlikely we shall be able to ascertain the Canton rate of mortality with any approximation of accuracy, as I believe that even the total population of that city is not known within a quarter of a million," and that is probably the last word that can be said on the subject for many years to come.

HONGKONG'S WATER SUPPLY.

Householders will note with considerable satisfaction that, as the result of the efforts of Jupiter Pluvius during the past few days, the Water Authority has decided to abolish the restrictions which for some time have been in force, and provide Hongkong, with the exception of the central district, which is controlled by the rider main system, with a full and continuous supply of water from tomorrow. Those residing within the rider main area will obtain a supply limited to two consecutive hours, between sunrise and sunset—an increase of one hour in which to lay in a reserve. This concession on the part of the Water Authority will be best appreciated by those who are least able to afford the necessary expense entailed by a limited or intermittent supply of fresh water. It is a curious fact that anything which should tend to dislocate the public service falls most severely on the poorer classes of the community. Yet it is beyond doubt that a restricted water supply means increased expenditure for water carriers to those living in tenement houses. It seems that in

times of drought, when the water supply is limited to a short period every day, all the tenants of a house in Wanchai, for instance, start to refill their jars and other utensils simultaneously. Naturally, there is a greater flow of water through the pipes on the basement, with the result that occupants on the first and second floors have to await the pleasure of their under neighbours before the full rush of water reaches the higher level. Indeed, in some houses, the flow to the upper storey is wholly cut off until the needs of the basement have been supplied, and frequently but little time is left for those on the upper floors to provide for the domestic wants of the day. It may be that in the future the reservoirs of the Colony will be of sufficient capacity to ensure a continuous supply of water all the year round, but that time is still far distant. A noteworthy point is, though the supply period is restricted, almost as much water per head of the population is drawn from the reservoirs in the short time when the mains are open as in ordinary seasons, when a full and continuous supply is allowed. In the rider main district, which embraces the area within 'Caine Road, Wyndham Street and Sands Street, the supply will still be restricted, but those who have managed to eke out the quantity of water obtained in one hour daily will not cavil at the extension of that time by another hour. Now that the rainy season is upon us, we may take it for granted that there will be no further stoppages in the free use of water, and the people residing in the central section of the city may assume that in a few more days they also will have the privilege of a constant and unrestricted supply of water, which is the best sanitary agent at the command of the Government.

HONGKONG MILITARY EXPENDITURE.

Although there has been a slight decrease in the Army Estimates for next year, there is no effort to curtail the expenditure on behalf of the forces in China. Estimates for the Far East are somewhat difficult to analyse for the simple reason that the establishments at Hongkong, Wei-hai-wei and, in the case of the Garrison Artillery, Singapore are grouped together in a fashion that makes it impossible to find out exactly how matters stand, but a general idea may be obtained of the military position in this part of the world. The total number of officers and men to be assigned for duty in China stands at 7,233, which includes Europeans, Indians and Chinese, and comprises Artillery, Royal Engineers, Infantry, Army Service Corps, Royal Army Medical Corps, native Indian infantry, and the Chinese regiments. The total pay of the regiment is £1,386, while the total pay of the four companies of Royal Garrison Artillery at Hongkong and of the two companies at Singapore amounts to £10,300. It will be recognised that much of that sum, which together with various other payments reaches the total of a quarter of a million dollars, will, in all probability, be expended in the Far East. The pay and other expenses of the Indian troops in North China is stated at £115,000—or over a million dollars. Under the heading "Quartermasters, land transport, remounts, and supplies," there is a sum of £54,030 placed against Hongkong, and that money, we may take it, will be spent in the Colony to the benefit of coolies, tradesmen, and contractors. It is interesting to note that the approximate annual cost of clothing, per man, of the Hongkong-Singapore Battalion of Royal Artillery is—sergeant, £4 14s 6d; rank and file, £3 14s 11d; and recruit, £7 4s 3d. The Engineer services at Hongkong and in North China are estimated together, the total expenses in connection with that branch of the Army being estimated at £6,289. The aggregate expenditure for military purposes in Hongkong and North China during 1906-7 is estimated at £563,774, or over five and a half million dollars. It is difficult to say, of course, what proportion of that amount will be left in China, but there can be no doubt that much of it will remain in the Far East, contributing to swell the coffers of local concerns. The importance of the Army to Hongkong is best evidenced, however, in the provision which has been made for new works. In the case of the construction of new buildings, etc., the coolie labourer is bound to benefit, for under the command of a few Europeans who may be military men or civilians, they will perform the greater part of the operations in connection with the new works. It is estimated that a sum of a quarter of a million of dollars will be required for necessary improvements and extensions, and provision is made in the Estimates for the expenditure of that sum. Although the cost of the works appears under the Army Estimates, it is explained that a considerable portion of the expenditure will be debited to the Admiralty. The coolie labourers who are employed by the military authorities are therefore assured of constant employment during the next year or two, and as the coolie retains in Hongkong the money paid for his services, the Imperial Government disbursements must eventually contribute to the prosperity of the Colony.

A RECORD.

(19th April.)

It is with feelings of gratification and pride that people in Hongkong will note the fact that the largest steamer ever built in Hongkong or China was successfully launched at Kowloon yesterday. In every way the occasion was noteworthy, for it brought into prominence the importance of the Hongkong and Whampoa Dock Company to this Colony, and the credit with which it carries

THE MORPHINE SEIZURE.

\$17,000 WORTH OF THE DRUG CONFISCATED.

At the Magistracy this morning, Mr. F. B. Deacon, of Messrs. Deacon, Looker, and Deacon, applied to Mr. F. A. Hazled, J. for an order to confiscate the Opium Farmer, eleven cases of the morphine that were seized at Kowloon on March 6th and 7th, reported in our last issue.

Mr. Deacon said that in all there were eighteen cases seized, seven of which are claimed by Mr. John Hastings, for one Chang Fat Wah.

Evidence was heard as to the posting up of notices at Kowloon and at the Police Court relating to the seizure.

Mr. Hazled said that as there was no claimant for this portion of the drug, he would issue the order for the morphine to be forfeited and delivered to the Opium Farmer.

PRACTICAL SANITARY SCIENCE.

EXAMINATION FOR INSPECTORS OF NUISANCES.

At the examination held by the Local Branch of the Royal Sanitary Institute in practical sanitary science and for inspectors of nuisances on 18th and 20th instants, the following candidates were successful:—

In Practical Sanitary Science: Hubert John William Gidley, Henry Edward Goldsmith, and Arthur Robert Taylor Rava.

For Inspectors of Nuisances: Daniel Joseph O'Halloran.

The gentlemen forming the board of examiners were: Hon. Mr. W. Chatham, Hon. Dr. F. Clark, Hon. Mr. D. F. Pollack, Dr. W. W. Pearce, Mr. A. B. Ouch, Capt. Shinkwin, A.S.C., and Mr. Alfred Carter (Moderator).

CANTON-HANKOW RAILWAY.

SPECIAL COMMISSIONER AT CANTON.

TAOTAI YUEN'S INJUNCTIONS.

[From Our Correspondent.]

Canton, 19th April. Special Commissioner Taotai Yuen met the Committee of the Chamber of Commerce at the Kwong Chi Hospital the day before yesterday, and discussed with them for over two hours the question of the Canton-Hankow Railway and the differences between officials and merchants. He dwelt most of the time on the importance of the undertaking and of the necessity of working in harmony. He deprecated any hasty action and said that his was a question that required most serious consideration. In the meantime he hoped that the merchants would give him every assistance in bringing the difficulties to a satisfactory termination.

The Tartar General entertained him to dinner the same evening. It is understood that Yuen has numerous emissaries who frequent all points of the city and discuss the questions at variance in order to gather information and gauge the temper of the people.

HAKOV SHUM AT WAICHOW.

MILITARY EVOLUTIONS.

CHINESE GENERAL CASHIERED.

[From Our Correspondent.]

Canton, 19th April. Vice-roy Shum is roasting the delinquent officials at Waichow. On the 16th inst. he inspected the parade ground and ordered the troops to be put through various evolutions and an exhibition of rifle practice. At the conclusion he expressed his dissatisfaction at the manner in which the manoeuvres were carried out and cashiered General Wong, who was in charge of the military district. The cashiered Brigadier Lo, and promised to recommend him for promotion.

TRAGIC DEATH IN YOKOHAMA.

WELL-KNOWN FOREIGNER DROWNED.

The death is reported at Yokohama, under the most tragic circumstances, of Mr. A. T. Knapp, brother of Mr. A. M. Knapp, Editor of the *Japan Advertiser*. The *Japan Herald* states that on Wednesday morning, about seven o'clock, the body of a foreigner was discovered floating in the sea near the Kame-no-hashi. It was removed from the water and taken to the police-station, where a medical examination showed that life had been extinct for at least two days. There was a bad bruise on the head, but all the evidence pointed to death being caused by drowning. On the body were found some letters addressed to Mr. A. M. Knapp, and the body was subsequently identified as that of Mr. A. T. Knapp.

The deceased, Mr. A. T. Knapp, who was for some time connected with the *Japan Advertiser*, was a man of brilliant talents. As a musician, although he never performed in public, he had great ability, and his theoretical knowledge of the art could hardly be excelled. The many able criticisms of local concerns that have appeared from his pen in the columns of the *Advertiser* bore witness to his knowledge. Mr. A. T. Knapp was a graduate of the University of Cambridge, and he graduated with honours. Under other circumstances his high abilities would have made him conspicuous. As it is we can only regret that his career has been cut short by his untimely death.

THE SALE OF CAPTURED STEAMERS.

BRISK BIDDING.

Fifteen of the foreign steamers captured by the Japanese Navy during the war are now offered for sale by public tender. It is stated that prospective purchasers are more plentiful than was expected. A number of foreigners in Kobe and Yokohama are making tenders, and it is expected that the steamers will fetch higher prices than were at first estimated by the authorities. Among the chief bidders are the Mitsui Bussan, the Hokkaido Colliery Railway Company, the Nippon Yusen Kaisha, and the Osaka Shosen Kaisha. The Hokkaido Colliery Railway Company, contemplating the establishment of a steamship company for coast transport, after their railway is purchased by the Government, are endeavouring to purchase several of the steamers.—*Japan Chronicle*.

JAPANESE FINANCE.

CRITICISM OF THE FINANCE MINISTER.

Mr. Sakatani, Minister of Finance, speaking at the meeting of the Japan Silk Association, remarked that the amount of national loan bonds in the hands of foreigners is roughly estimated at 1,300 million yen, and the annual interest payable would amount to more than 60 millions. This was by no means a light burden for the country, he continued, but in the silk trade were developed in future to such an extent as to double the present quantity of

export—computed at 100,000 bales—the refunding of Japan's liabilities abroad would not be found so difficult as was imagined.

The *Nichi-Nichi*, commenting on the remarks of the Minister of Finance, says that if this statement is nothing more than an expression of his personal hopes it may be passed over unnoticed, but if he really believes that what he says will actually come to pass, the statement must not go unchallenged. It is not improbable that the exportation of raw silk may reach 2,000 bales, but it must be borne in mind that, with the increase of exports, imports will also increase. It is contrary to theory and practice that, while one branch of trade progresses, the other should remain stationary. In the earlier years of Meiji, as Mr. Sakatani says, nobody even dreamed of the prosperous condition of the silk trade which now exists, but, with the increase of exports, imports have also been considerably augmented—the latter almost invariably showing a preponderance over the former. Even if the export of raw silk develops into the flourishing state as suggested by the Minister of Finance, his expectations as to the paying-off of the debt by this means are not likely to be fulfilled, for the simple reason that the growth of imports will keep pace with the growth of exports.

There is a class of men who argue, continues the *Nichi-Nichi*, that the annual exodus of a large amount of specie in repayment of debt would reduce the volume of currency, force down the price of commodities, and will have the effect of encouraging exports while keeping down imports. Theoretically this may be sound, but the critics have evidently forgotten to examine the other side of the shield. If this argument is correct, why does the tide of Italy show an excess of imports over exports annually, and similarly with Spain and Portugal? If the theory that the trade of a debtor country tends towards more exports than imports, the condition of trade in the debtor country named, the large amount of debt abroad, should show more prosperity in export than is actually the case. The fallacy of the argument is apparent. The theory of repayment of debt by the anticipated increase of trade, therefore, is as unsound as it is misleading.—*Japan Chronicle*.

THE NEW JAPANESE PETROLEUM COMBINE.

A DIRECTORATE OF OLD MEN.

A general meeting of the shareholders of the Nankoku Suiho Kaisha (North and South Petroleum Company), which has been recently floated, is called for the 31st inst. in Tokyo. The purchase of oil-wells in the Hokkaido, Amomori Prefecture and Formosa, and other matters will be discussed. The company is the promoter of the concerns, Mr. Asano, a well-known Tokyo merchant, was recently interviewed by the *Osaka Shimbun*, and made the following statements in reference to the enterprise:—

"Everybody proclaims the necessity of furthering Japanese commerce and industry. A post bellum undertaking, but how many people are there who have a definite plan for carrying out this popular desire? In my opinion, quick and cheap travelling and transport is the most important factor to attain the desired object. If the price of coal—which forms the largest item of commercial expenditure—continues at the present high figures, the development of industry and commerce will be impossible. The original plan of the Toyo Kisen Kaisha (of which Mr. Asano is President) was to ship Japanese coal to South America to compete with Australian coal, which has monopolised the market for years, but competition in South America is being profitably imported from India and Australia. My intention now is to ship cheap coal to San Francisco and import it to the Japanese Empire for steam fuel. A contract has been signed guaranteeing the importation of the oil for a term of ten years.

"Nothing can be more urgent in this country than the increase of coal production. Last year I made inquiries whether there was any prospect for the shipment of coal from Kyushu, and found that all the coal-fields there had fallen into the hands of the financial magnates—the Mitsu, Iishi, Mitsu and Prince Mori—leaving no room for others. I then made investigations in the Hokkaido, where there are rich deposits of coal, and the future of the Hokkaido Railway and Colliery Company is very hopeful. The company's system, however, is very old, and the harbour accommodation is not good. I have decided to work three coal-mines in the province of Ishikari, where a harbour is to be constructed at the estimated cost of ¥5,000,000 and a railway from the mine to the harbour. Steps are now being taken for the commencement of these works, which will be under the control of the Ishikari Colliery Company, recently formed with a capital of ¥10,000,000, entirely to be subscribed by the promoters. A loan of ¥10,000,000 is now being negotiated, and the foreign capitalists who propose to advance this money are doing so on condition that they be given shares in the company.

Mr. Asano remarked that, in promoting the company, a new idea was adopted—fifteen gentlemen were appointed promoters, of whom it was decided five should be men of over 70 years of age and ten over 60. The five over 70 could be used, but only nine over 60 years could be obtained, and Mr. Asano, aged 59, was admitted to complete the board. The object of this plan is to disabuse the Japanese of the ancient idea that a man over 50 years ought to retire from business and live quietly. They wanted to show how capable old men are.

Investigations show, continued Mr. Asano, the existence of rich oil-fields in Formosa, the I. K. I. and Amomori Prefecture, and they have decided to form a company to work these. The development of industry, however, is impossible without cheap labour, but when the kerosene industry is fully developed in this country, which is rich in oil, cheap power for driving engines can easily be obtained.—*Japan Chronicle*.

WORK IN THE FAMINE DISTRICTS.

FUKUSHIMA MISSIONARY'S FUND.

The work that in the past few months has been done in aid of the famine districts reflects credit not only on the workers themselves but on the foreign residents in Japan, a very large number of whom have contributed generously to the various funds. The suffering that is still borne by the people must be very great. The *Japan Chronicle* says:—In the removed districts it must be terrible beyond description, to be alleviated only by a supreme and generous effort on the part of the Government itself. Only in the hill districts but in the towns there is much suffering, with which the foreigners in the treaty ports can be used to advantage. Among those who are working in the towns and urban districts is the Rev. W. H. Smart, to whom has been contributed a considerable sum of money which has been expended in relieving the poor in the city of Fukushima and district. Below we publish a letter from Mr. Smart, giving particulars of his work, and

which for several other reasons is well worth reading. Mr. Smart says:—

"You will be glad to know things are looking much brighter, and although even now there is much poverty the people are beginning to work on the land. One sees this everywhere except the hill districts, where the snow is still deep but melting fast.

"Those interested in helping the sufferers in the famine districts have, with the kind and generous contributions given to me to distribute, been able to do much everywhere to help feed and sustain the people in their affliction and trial. We cannot stop our work of obligation to further help them, although now in a much less degree, but think we ought to think twice before we ask for further large sums from America and Europe. Much money and food-stuff is already in the country, much on the way, with still many willing residents in the country who will feel it a duty and pleasure to contribute again to help the poor folk of the North.

"We have been paying all our attention to the interior in the famine district, but we have had to learn that in some of the large towns there is indeed also much suffering and poverty through the famine. I feel I can plead for them, for I have been making special investigation as to the condition of these people, and I have seen cases equally in need of help with those in the famine district. At the request of some official of European descent I have been working in the town, and am able to see most cases for myself. I want a little more money to carry out this desirable and beautiful work, and any further help you can give me or induce others to give I shall be grateful for on behalf of many very poor people.

"I began in a very humble way with one village, but my friends came to my help with liberal donations, until I am now assisting in the work of five villages in the town. The most of them I either receive from the village or from the Yakuha. In five villages it is given out by us on certain days. In three villages every week 300 hot meals are served out to poor children. In one month over 1,000 poor get from 1 to 3 shō of rice. Lots of old and new clothes have been given away. In Fukushima from my own house some 100 people get rice, tickets for which I give to the Chief of Police. The poverty in this town is dreadful, and it is a task I can hardly meet.

The reverend gentleman mentions that ¥5,000 has been contributed to his fund, for which he thanks his friends, and of this sum over ¥500 has been contributed from Kobe, including ¥225 from the Oriental Hotel subscription among guests and ¥250 from the Rising Sun Lodge of Masons.

Subscriptions to the Famine Fund received by the Famine Relief Society in Tokyo amount to ¥173,700 up to the 12th inst. Of this sum, ¥163,840 has been forwarded to the famine districts up to the 8th inst.

POLICE PAY IN SINGAPORE.

ABSURDLY INADEQUATE SALARIES.

Government has taken an economical turn, for which most of us should be thankful. Better late than never! But the poor European constable can hardly be expected to be satisfied with the receipt of less pay than that given many a Eurasian Government official. The European constable, who is accustomed to live on half the pay of the European ordinary constables. The pay of the European constable now figures out at about \$70 a month. It is our opinion, says the *Eastern Daily Mail*, that a European who cannot secure \$150 a month is out of place in the Far East and ought to be shipped home at the expense of his Government, if he is not able to pay his own passage. Notwithstanding the evenness of our temperature, the cost of living is much greater here than in Europe, and it is in fact and are paying larger salaries in the Philippines than are given in America. When the writer was in Manila some five years ago, the American constables were receiving £15 a month and free quarters; whereas the customary pay in America for similar services is from £10 to £12 without free quarters. We have been informed that the pay of the Manila police has since been raised to £18, the former figure having been found insufficient. Yet, notwithstanding the absurdly inadequate pay given our hardworking constables, the salary of our higher officials, as we have previously pointed out, is ridiculously high. Men who would get in business houses from \$350 to \$400 a month are drawing under Government and the Municipality from \$600 to \$1,100, the wages of a European constable for a whole year. Is this justice? We are glad that it appears to us almost wholly unjust and impolitic. About the 1st of March the Police kept as honest as they do, considering the opportunities they have for making money, dishonestly and the absurdly inadequate pay granted them. It speaks exceedingly well for the morale of the Force, but the time seems to be at hand when the importation of new men will be necessary, and it cannot be expected that they will maintain the excellent record of the present Force. With the examples which they have before them of enormous salaries granted for mere clerical work in other departments of the service here, it is not to be expected that a spirit of content and of pride in their position, which is essential to first-class service, can prevail.

COMMERCIAL.

YARN MARKET.

In their report dated 20th inst., Messrs. Phillips & Co. write:—"Scarcely" would be the proper word to put China market in a nutshell. Politically and diplomatically, and even as regards the ancient Missionary element, China has been made a scapegoat from time immemorial. Now, for a very long time past we have seen and commented upon this "scapegoatism" (to coin a convenient word) in the trade with China, with special reference to the yarn and goods trade. China market is not allowed to think and act for itself, speaking from the course events have been taking for a considerable time past. Bombay and Manchester and Lancashire have been doing the thinking for the China market. People on the spot are, so to say, mere on-lookers. Lancashire has always its eyes on Bombay. In the past it has made many attempts, and only recently a great effort was made to forth to invoke the aid of Imperial Legislation and an actual deputation of Lancashire spinners waited upon the new Secretary of State for India, Mr. Morley, who has hitherto loomed large, and most worthily so, in the eyes of the people of India as a scholar and historian and thinker, to bring some relief to the poor, hard-worked operatives of Bombay Mills (as Lancashire puts it out of sheer philanthropy) by curtailing the working hours in India Mills. Bombay mills are having a boom, the like of which they never saw before and might never see again. Bombay manufactures and sells, and buys and re-sells, and sends out to China combined shiploads, and, in consequence, the perpetual refrain all along has been congestion, over-trading, inter-selling, re-exportation, and commercial dyspepsia, whether it be Hongkong or Shanghai or the Northern Ports, or Japan, all joining in the chorus. Hongkong is growing under the heavy weight of accumu-

lated stocks and has been sending forward large parcels to Shanghai only to relieve herself and distress by neighbours. Shanghai's cry is echoed by the far northern ports of Newchwang and others. Canton and districts are threatened with scarcity, if not actual famine, by reason of her first rice crop, half reaped, having been completely ruined by torrential rains. Locally, dealers are conspicuous by their absence, the same rains having interrupted functions and detained them there. Importers are free sellers even at a decline of one dollar, but the response falls short of their calculations, and the demand anticipated in our last has not been seen.

The sales reported in this circular are not to be taken as indicative of any free desire on the part of Chinese dealers to operate, but are, almost of all things, forced on their acceptance. Many of these dealers acquiesce mainly because they are hoping to see a renewal of activity before long.

Market closes steady.

No. 207.—This count covers almost two-thirds of the aggregate sales reported to-day. Prices in some instances show a decline of about fifty cents.

No. 168.—Only one thread of this count changed hands at last month's rate.

No. 122.—Out of favour, small parcels here and there fetched a dollar lower.

No. 107.—Out of favour. Sales insignificant. "Rices declined a dollar.

No. 8.—No business is reported in this count.

No. 6.—Sales of only two threads at current quotations.

Sales during the past fortnight comprise of about 30 bales of No. 65; 115 bales of No. 105; 165 bales of No. 122; 100 bales of No. 168; 105 180 bales of No. 207; in all about 1,790 bales.

Arrivals per steamers *Kutang* and *Arahan* (from Calcutta), and *Delhi* (from Bombay) of about 1,000 bales for this port, and about 18,345 bales for Shanghai.

Shipments to Shanghai and the Northern Ports about 16,500 bales (made by both importers and dealers).

Unsold stock is estimated at about 71,000 bales.

Uncleared stock is estimated at about 50,000 bales.

Local Yarn.—No business is reported. Japanese Yarn.—Nothing doing.

Cotton.—Sales are reported of about 260 bales at \$24 to \$25 per picul.

Exchange.—We quote to-day as under:—

India T. T. at Rs. 153 1/2 per cent.

Demand " " 154 1/2 "

London T. T. " Sh. 2 1/2 1/2 "

Demand " " 2 1/2 1/2 "

Shanghai Demand " Tls. 7 1/2 = \$100.

Silver " " 29 13 1/2 d. per oz.

RAUB GOLD MINE.

GENERAL MANAGER'S REPORT FOR MARCH.

The mine measurements and assay results of prospecting work show a total of 339 ft. for the period (4 weeks) under review; made up of 18 ft. sinking, 114 ft. driving, 5 ft. rising, and 202 ft. crosscutting; as against a total of 3 1/2 ft. for the previous four weeks.

15 ft. Komar.—40 Level, North Drive.—Here 15 ft. has been sunk, making the total 125 ft. The lode 57 in. wide is worth by assay 2 1/2 dw. per ton.

40 Level, South Drive.—This has been driven 11 ft., bringing the total to 135 ft. The lode, 40 in. wide, assays 4 dw. per ton, showing an improvement over the average value.

In this end a rise has been started to communicate with the 340 Level. To this has been added 5 ft. in the north, and we expect to connect in Europe.

340 Level, South Drive.—To this has been added 11 ft., making a total of 739 ft. The lode, 36 in. wide, assays 1 1/2 dw. Driving has been suspended and the men transferred to the 340 level, south, where it is expected to intersect the continuation of the hanging wall branch recently worked on the 240 level.

240 Level.—Driving on the bench of ore in the crosscut west opposite the shaft has been taken 13 ft. in the north, making a total of 23 ft.; and in the south, 11 ft., making a total of 34 ft. The lode north assays 50 in. wide and worth 5 1/2 dw. per ton. The latest results from these points have been very low, and driving has been stopped. The crosscut has been restarted to provide waste for filling.

Crosscutting for stoping.—148 ft. of this work has been done.

Stopes.—The following stopes have been in operation, above the 445 Level, 1 Lode 83 in. wide, assays 4 dw. per ton.

About the 340 Level 2, Lode 97 in. wide, and worth 5 dw.

Above the 240 Level 3, Lode 94 in. wide, and worth 5 dw.

BT. MALACCA.

No. 1 Level, Crosscut W.—This has been extended 13 ft., making a total of 21 ft.

No. 2 Level.—To further prove the arc shoot, a winze about 40 ft. south of the No. 2 shaft has been started and sunk 3 ft. The lode at the bottom is 24 in. wide and assays 7 dw. per ton.

In the slope above the No. 2 level the lode averages 54 in. wide and worth 5 dw. From this 116 tons have been broken and put through the Huntington mills.

"STOPE" MINE.

60 Level, Drive South.—This end has been advanced 29 ft., making a total of 80 ft. The lode, 43 in. wide, assays 8 dw. per ton.

160 Level, Drive South.—Here 21 ft. has been driven, making the total 70 ft. The lode, 54 in. wide, assays 3 dw.

160 Level, Crosscut E.—This has been extended 17 ft., bringing the total to 130 ft.

The winze from surface has been sunk 15 ft., making a total of 47 ft., and has been connected to the 60 level. The average value of the lode for 36 in. wide is 10 dw. Stopping has been started from this winze, taking out both hanging and footwall leaders, which gives a total width of 66 in., worth by assay 9 dw.

The stope in the 60 Level carries a lode 72 in. wide, worth 4 dw.

Separate milling returns and cost sheet accompany this.

Milling Returns.—(4 weeks ending 24th March, 1906).

B. Komar.—Stamps working: 40.

Period of work: 28 days; less lost time 0 85 days for clean up and repairs.

Orq milled: Komar 3,005

Total amalgam: 1,600 oz., producing 607.05 oz. smelted gold.

Average yield per ton: 3.35 dw.

value of fallings 0.37 "

No. 1 mill ran 10 days crushing 775 tons surface ore.

No. 2 mill ran 13 days crushing 126 tons surface ore.

Total tons crushed: 287.

Amalgam recovered: 177 oz., producing 67 oz. smelted gold.

Average yield per ton: 1.96 dw.

Total tons crushed: 4,478.

gold won 688.05 oz.

Average fineness 912.32

Yield per ton 3.07 dw.

W. H. MARTIN.

LOCAL AND GENERAL.

A SINGLE mahogany tree in Honduras was recently cut into boards, which, when sold in the European market, realised over £3,000.

OWING to the illness of Inspector John Gould, Inspector Gourlay, late of the Central Station, has been transferred to No. 2 Police Station, Wanchai.

THE Russians are slowly evacuating, but they are concentrating along the Siberian railway, and constructing dozens of permanent girders at Harbin.

OF the sepp-plague cases reported in the official return to-day six terminated fatally. The patients were all Chinese. Elgin Road contributed one case.

THE Russian destroyer *Perchik* was at Port Arthur on the 11th inst. This is the first Russian vessel to visit the port since the declaration of peace.

THE Shanghai Oil Company, Limited, has been successfully floated, and Mr. A. R. Murphree, manager of the Laou Kiung Moy Mill, has joined the board.

THE coxswain of the steam launch *Ting Po* this morning fined \$5 by Mr. F. A. Hazled, for failing to show his licence when called upon by the police to do so.

THE Shanghai Land Investment Company, Limited, gave notice of an extraordinary general meeting to be held on 25th inst. to authorise the issue of 25,000 new shares.

AT a directors' meeting of Messrs. Hall and Holiz, Limited, held on the 17th inst., it was decided to recommend a dividend of 12 1/2 per cent. and carry forward \$20,000.

Mr. W. Murray Scott, manager of the Taihook Sugar Refining Company, Ltd., left for home on Wednesday by the steamer *Empress of India*, on twelve months' furlough.

NEGOTIATIONS for a new Treaty relating to the fishing industry of Saghalien were opened on the 29th ultimo in St. Petersburg between the Japanese Minister and Count I amsdorff.

It is stated that Belgian, American and English capitalists have finally arranged for the construction at Tanoua near Moji of a big dock capable of accommodating twenty-thousand-ton steamers.

ON Monday next, the 23rd inst. at 5 p.m., a presentation of a Bellini Medal for life saving will be made on board the s.s. *Wing*, Chief to the Chief Officer of that ship, by Mrs. Barnes-Lawrence.

THE Chinese Engineering and Mining Company's total output of the Company's three mines for the week ending the 31st of March amounted to 20,471.22 tons, and the sales during the period to 10,321.61 tons.

A S MEWHAUS unusual feature of the Summary Court weekly list dealt with by His Honour Mr. A. G. Wise, Puisne Judge, this morning, was the entire absence of any Indians as plaintiffs in cases for money lent.

BARON Kurino, accompanied by Lady Kurino, arrived in Hongkong on Monday evening to take up his diplomatic duties in Europe. It may be remembered that Baron Kurino was Minister to Russia when the war started.

IT has been decided to establish a department in connection with the Waipatu for enabling its members to study the profession of international diplomacy. The Throne will be asked to grant its sanction to the proposed step.

TWENTY-SEVEN deportees from Singapore arrived in the Colony this morning by the steamer *Charterhouse*. They were promptly taken charge of by the police, and after their descriptions were taken, shipped to their homes.

"BUSINESS looks very slack to-day," said His Honour Mr. A. G. Wise, Puisne Judge, on taking his seat in the Summary Court this morning, and looking at the list of cases to be tried, which was an eighth of its usual length. A twenty minutes' sitting concluded the entire business before the Court.

"YOU are charged with obstruction—allowing twenty-six bundles of chairs to be placed on the side-walk," remarked Mr. Hazled, this morning. "No, we were only washing a shop," replied the defendant, Mr. Hazled.

"No, you were not. You were having them taken to Chekwan." Defendant: "Oh, yes. But we were washing the shop, too." Fined \$5.

A TAIPER telegram to the *Asahi* states that a number of strong shocks of earthquake were experienced in Formosa between the 7th and 10th instants. The centre of the tremors was said to be a little to the south of Kagi.

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號一十月四英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

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HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$5,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

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Hongkong, 4th April, 1906.

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INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option a sum of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION on a FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
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Hongkong, 15th May, 1906.

DEUTSCH ASIATISCHE BANK.

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HUGO SUTER, Acting Manager.
Hongkong, 14th March, 1906.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L. 3,750,000).
RESERVE FUND FL. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotaradjia (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Haqoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

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Fixed Deposits 12 months 4 1/2 per cent. annum.
Do. 6 do. 4 do. do.
Do. 3 do. 3 1/2 do. do.

J. ENGEL, Agent.
Hongkong, 28th February, 1906.

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....Yes 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNCALLED....." 6,000,000
RESERVE FUND....." 10,000,000
SPECIAL RESERVE FUND....." 1,000,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO, HONOLULU, SHANGHAI, NEWCHWANG, LYONS, MUKDEN, SAN FRANCISCO, PORT ARTHUR, BOMBAY, CHEFOO, TIENTSIN, DALNY, PEKING, TIE-LING, KOBE, OSAKA, LONDON, NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months at 5 per cent. annum.

On fixed deposits for 6 months at 4 per cent. annum.

On fixed deposits for 3 months at 3 1/2 per cent. annum.

On fixed deposits for 1 month at 3 per cent. annum.

On fixed deposits for 1 week at 2 1/2 per cent. annum.

On fixed deposits for 1 day at 2 per cent. annum.

On fixed deposits for 1 hour at 1 1/2 per cent. annum.

On fixed deposits for 1 minute at 1 per cent. annum.

On fixed deposits for 1 second at 1/2 per cent. annum.

On fixed deposits for 1/1000th of a second at 1/1000th per cent. annum.

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Mails.

PENINSULAR AND ORIENTAL

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,363 tons.....Captain H. D. Jones.
 "POWAN,"2,338 ".....W. A. Valentine.
 "FATSHAN,"2,160 ".....R. D. Thomas.
 "HANKOW,"3,973 ".....C. V. Lloyd.
 "KINSHAN,"1,995 ".....J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tons.....Captain G. F. Morrison, R.N.R.
 Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"219 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

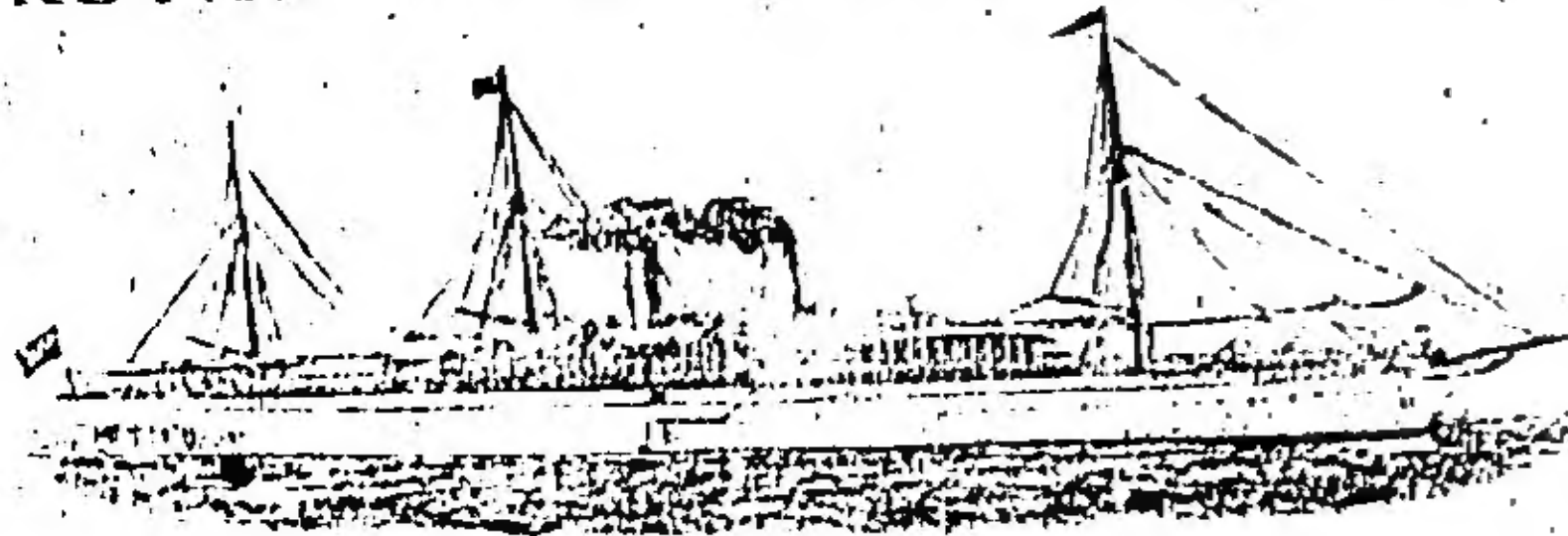
S.S. "SAINAM,"588 tons.....Captain J. Wilcox.
 "NANNING,"569 ".....C. Buchan.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yanki, Mahning, Kumchuk, Kau-Kong, Samshui, Howli, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 31st March, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	TONS.	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "MONTEAGLE".....5,500.....	WEDNESDAY, May 2.....	May 26	
"EMPRESS OF JAPAN".....6,000.....	WEDNESDAY, May 9.....	May 30	
"TARTAR".....4,455.....	WEDNESDAY, May 23.....	June 16	
"EMPRESS OF CHINA".....6,000.....	WEDNESDAY, May 30.....	June 20	
"EMPRESS OF INDIA".....6,000.....	WEDNESDAY, June 20.....	July 11	
"ATHENIAN".....2,440.....	WEDNESDAY, June 27.....	July 21	

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class.....\$114 St. Lawrence \$60. VIA New York \$62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....\$40.....\$42.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Hongkong, 19th April, 1906. Corner Pedder Street and Praya, opposite Blake Pier. [13]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SENEGAMBIA.....	HAVRE and HAMBURG.	26th April } Freight.
Peter.....	(Calling at S'PORE, PENANG & COLOMBO).	
SEGOVIA.....	HAVRE and HAMBURG.	2nd May } Freight.
Schoenfeldt.....	(Calling at S'PORE, PENANG & COLOMBO).	
ISTRIA.....	MARSEILLES and HAMBURG.	11th May } Freight.
Girtenbrau.....	(Calling at S'PORE, PENANG & COLOMBO).	
O. FERD. LAEISZ.....	HAVRE, BREMEN and HAMBURG.	16th May } Freight.
Meyerdiecks.....	(Calling at S'PORE, PENANG & COLOMBO).	
SITHONIA.....	HAVRE and HAMBURG.	30th May } Freight.
Brehmer.....	(Calling at S'PORE, PENANG & COLOMBO).	
ANDALUSIA.....	HAVRE and HAMBURG.	14th June } Freight.
Schmidt.....	(Calling at S'PORE, PENANG & COLOMBO).	
ACILIA.....	HAVRE and HAMBURG.	28th June } Freight.
Schuelke.....	(Calling at S'PORE, PENANG & COLOMBO).	
VANDALIA.....	NEW YORK.	10th May } Freight.
Hase.....	(Calling at SINGAPORE and PENANG).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, King's Buildings.

Hongkong, 25th April, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 25th April.
SACHSEN.....	WEDNESDAY, 9th May.
PRINZ HEINRICH.....	WEDNESDAY, 23rd May.
ROON.....	WEDNESDAY, 6th June.
PREUSSEN.....	WEDNESDAY, 20th June.
ZIETEN.....	WEDNESDAY, 4th July.
GNEISENAU.....	WEDNESDAY, 18th July.
HAVERN.....	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 29th August.
SACHSEN.....	WEDNESDAY, 12th September.

ON WEDNESDAY, the 25th day of April, 1906, at Noon, the Steamship PRINZ EITEL FRIEDRICH, Capt. Malchow, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 23rd April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 24th April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 24th April.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.40 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	61. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON ...	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES to be APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND.....	3,302	TUESDAY, 1st May.
WILLEHAD.....	4,763	TUESDAY, 29th May.
PRINZ WALDEMAR.....	3,327	TUESDAY, 26th June.

ON TUESDAY, the 1st day of May, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00...Return	\$80.00	\$50.00
TO NEW GUINEA.....	£18. 10	£14. 00...Return	£42.00	£27. 15	
TO BRISBANE.....	£30. 00	£20. 00...Return	£54. 00	£36. 00	
TO SYDNEY.....	£33. 00	£23. 00...Return	£59. 10	£41. 10	
TO MELBOURNE.....	£34. 10	£24. 10...Return	£62. 5	£44. 5	
TO YOKOHAMA.....	\$80.00	\$60.00...Return	\$170.00	\$120. 00	
TO KOBE.....	\$95.00	\$70.00...Return	\$170.00	\$120. 00	
TO YOKOHAMA & back from KOBE to HONGKONG ...	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer.....£97. 0. 0.
 TO EUROPE VIA AUSTRALIA AND AMERICA.....96. 0. 0.
 From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMER	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH.....	WEDNESDAY, 25th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON.....	WEDNESDAY, 9th May.
YOKOHAMA & KOBE	WILLEHAD.....	WEDNESDAY, 9th May.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 14th April, 1906.

Antiminations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 96 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

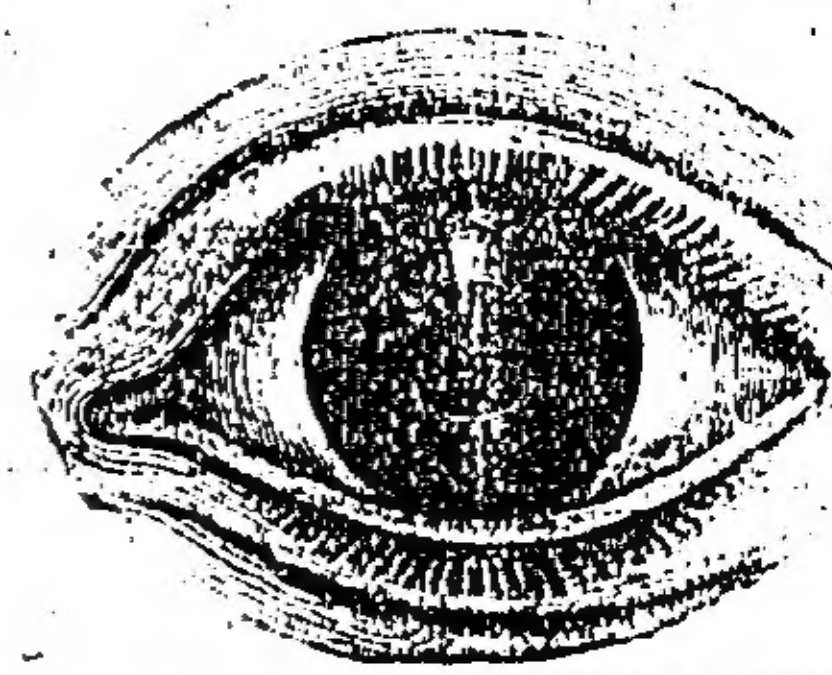
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905

[39]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C. CALCUTTA, 59, Bentinck Street. SHANGHAI, 48, Nanking Road.
 Hongkong, 27th November, 1905

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. The steamers sail from HONGKONG to 5 SHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up at 150 miles through the gorges, and beautiful scenery of the West river.

Fare for the Round Trip.....\$30. These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905

[14]

JAVA-CHINA-JAPAN LINE. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS...	JAPAN	Second half April	JAVA PORTS	First half May
TJILATJAP...	JAVA	Second half April	JAPAN VIA SHANGHAI	First half May
TJIMAH...	JAVA	Second half May	JAPAN VIA SHANGHAI	Second half May
TJILIWONG...	JAPAN	Second half May	JAVA PORTS	Second half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375. YORK BUILDINGS, 1st Floor, Hongkong, 16th April, 1906.

[15]

KWONG SANG & Co., No. 70 WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies, and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

[180]

THE HONGKONG STUDIO. HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

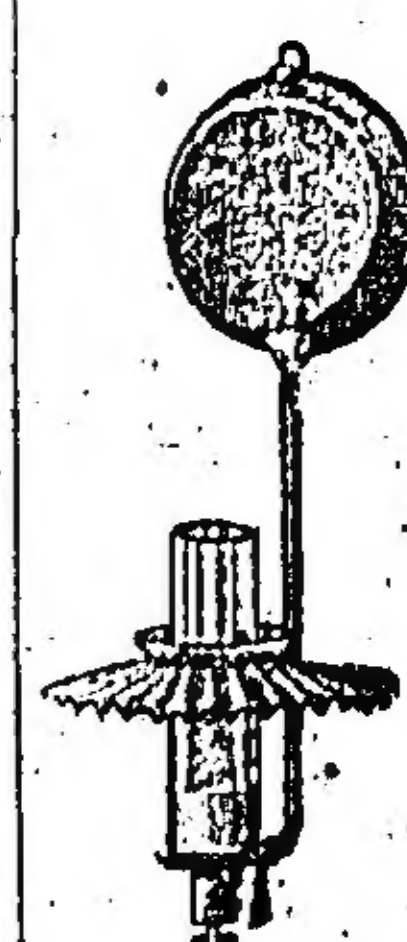
PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905

[65]



FOR SALE.

WELSBACH'S IN-

DOOR and OUT-

DOOR 4-LIGHT

GAS ARC LAMPS,

Do. BOXED LIGHTS,

Do. HARP LAMPS,

Do. MANTLES, CHIM-

NEYS, GLOBES,

SHADES, &c., &c.,

and INCANDESCENT

GASOLINE LAMPS of

all descriptions from best

makers,

NAPHTHA of the best

kind for GASOLINE

LAMPS and GASOLINE

ENGINES, kept in stock.

TAI KWONG CO.,

109, Des Voeux Road Central.

[59]

Intimations.

POWELL'S

HIGH CLASS
GENTLEMEN'S
OUTFITTERS,
28, Queen's Road,
(OPPOSITE THE CLOCK TOWER.)

NEW
SEASON'S
GOODS
NOW ON SHOW.

SHIRTS:

Zephyr, Cellular, Oxford, Silk,
Silk and Wool, Tropical Flannel,
&c. &c.
Well-cut, fast colours,
moderate prices.

HALF-HOSE:

Smart Striped Socks—the newest
on the Market.
Special Price.
\$11.50 Doz. pairs.

CASHMERE,
COTTON,
LISLE THREAD
AND SILK,
AND WOOL
SOCKS,
in large variety.

UNDERWEAR:

"Koola" Cellular Singlets and
Trunk Drawers—cool and health-
ful.
Singlets, \$2 each; \$11 1/2 doz.
Drawers, \$1.50 pair; \$8.50 1/2 doz.

WHITE NET
SINGLET,
strongly woven, soft and
comfortable,
\$2 each, \$11.50 1/2 doz.
WHITE BOMBAY
SILK LISLE
SINGLET,
"Perfection."
\$2.50 each, \$14 1/2 doz.

NECKWEAR:

The
"Fashionable Tie"
is a
Creme de Chine.
We have a splendid variety of these
in all the newest shades, Oxfords—
for small knot—Four-in-Hands
and Loose Ends.

Wm. POWELL, Ltd.,
HONGKONG.
Hongkong, 21st April, 1906.

Intimations.

THE TRUTH ALWAYS.
"When you are in doubt tell the truth." It
was an experienced old diplomat who said this
to a beginner in the work. It may pass in some
things, but in business. Fraud and deception
are often profitable so long as concealed;
yet detection is certain sooner or later; they
comes the smash-up and the punishment. The
best and safest way is to tell the truth all the
time. Thus you make friends that stick by you,
and a reputation that is always worth twenty
shillings to the pound everywhere your goods
are offered for sale. We are able modestly to
affirm, that it is on this basis that the world-
wide popularity of

WAMPOLE'S PREPARATION
rests. The people have discovered that this
medicine is exactly what it is said to be, and
that it does what we have always declared it
will do. Its nature also has been frankly made
known. It is palatable as honey and contains
all the nutritive and curative properties of Pure
Cod Liver Oil, extracted by us from fresh cod
livers, combined with the Compound Syrup of
Hypophosphites and the Extracts of Malt and
Wild Cherry. A combination of supreme
excellence and medicinal merit. Nothing has
been so successful in Anemia, Scrofula, Bron-
chitis, Influenza, Loss of Flesh and Wasting
Diseases, Weakness and Low Nervous Tone,
and all complaints caused by Impure Blood.
Dr. Austin D. Irvine, of Canada, says: "I
have used it in cases where cod liver oil
was indicated but could not be taken by the
patient, and the results following were very
gratifying." It is effective from the first dose
and agrees with the most sensitive and nervous
stomachs. It cannot deceive or disappoint you,
and comes to the rescue of those who have
received no benefit from any other treatment.
It stands for the medicinal triumphs of the age.
"Watch carefully against imitations." Sold by
chemists throughout the world.

PHILIPPINE COMPANY, LIMITED.

NOTICE OF MEETING.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING OF THE MEM-
BERS OF THE PHILIPPINE COMPANY, LIMITED,
will be held at the Office of the National Bank of China, Queen's Road,
Hongkong, on WEDNESDAY, the 25th day of
April, 1906, at 2.15 P.M., when the subjoined
Resolution which was passed at an Extraordi-
nary General Meeting held on the 14th day of
April, 1906, will be submitted for confirma-
tion as a Special Resolution.

RESOLUTION.

That the firm of Messrs. E. S. KADOORIE &
Co. be appointed GENERAL MANAGERS OF THE
Company in the place of
Messrs. BENJAMIN, KELLY & POTTS and
that Article 56 of the Company's Articles of
Association be altered by substituting the
words "E. S. KADOORIE & Co." for
the words "Benjamin, Kelly & Potts."

J. F. WRIGHT,
Secretary.

Hongkong, 14th April, 1906.

HONGKONG CLUB.

NOTICE.

THE TWENTIETH YEARLY GEN-
ERAL MEETING OF THE MEM-
BERS OF THE HONGKONG CLUB will be held in
the Club House, on THURSDAY, the 26th
April, 1906, at 5 P.M.

By Order,

C. H. GRACE,
Secretary.

Hongkong, 18th April, 1906.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-
THIRD ORDINARY YEARLY
MEETING OF THE SOCIETY will be held at
Head Office, No. 2, Queen's Buildings, Hong-
kong, on SATURDAY, the 28th April, 1906, at
Noon, for the purpose of receiving the Report
of the Directors together with Statements of
Account to the 31st December, 1905, and of
declaring Dividends, etc.

The TRANSFER BOOKS of the Society
will be CLOSED from 18th April to the 28th
April, both days inclusive.

By Order of the Board,

W. J. SAUNDERS,
Secretary.

Hongkong, 3rd April, 1906.

THE CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTIETH
ORDINARY MEETING OF THE MEM-
BERS OF THE COMPANY will be held at the
Head Office, No. 2, Queen's Buildings, Hong-
kong, on SATURDAY, the 28th April, 1906, at
12.30 P.M., for the purpose of receiving the Report
of the Directors together with Statements of Account to the
31st December, 1905, and of declaring Divi-
dends.

The TRANSFER BOOKS of the Company
will be CLOSED from the 14th April to the
28th April, both days inclusive.

By Order of the Board of Directors,

JAMES WHITTALL,
Secretary.

Hongkong, 6th April, 1906.

IT IS TOLD BY THE TASTE.
BEST AUSTRALIAN STILTON
CHEESE.

TRY IT AND YOU WILL HAVE NO OTHER.
55 Cents per Pound.

H. RUTTONJEE,
5, D'Aguiar Street, Hongkong,
37, Elgin Road, Kowloon.
Hongkong, 9th April, 1906.

Intimations.

NOTICE.

HONGKONG GENERAL CHAMBER OF
COMMERCE.

A SPECIAL GENERAL MEETING OF
THE MEMBERS will be held on
THURSDAY, 26th April, 1906, at 4 P.M., in
the old Chamber Room, City Hall, to nominate
a Member of the Chamber to take the place
in the Legislative Council of the Hon. Mr.
ROBERT SHEWAN, who has resigned.

Notice in writing of the names of Candidates,
and of their Proposers and Secondors, to be
lodged with the Secretary at least 48 hours
before the time appointed for holding the
General Meeting.

By Order, A. R. LOWE,
Secretary.

Hongkong, 20th April, 1906.

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING OF
THE MEMBERS of the above Club will be
held in the City Hall, on SATURDAY, the
28th April, 1906, at 12.15 P.M.

By Order, T. F. HOUGH,
Clerk of the Course.

Hongkong, 16th April, 1906.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions
to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,
at his Sales Rooms, No. 2, Zealand Street,
ON

TUESDAY,

the 24th April, at 2.30 P.M.,
A FINE COLLECTION OF
RARE OLD PEKING CURIOS.

On view from Friday.
Catalogues will be issued.
TERMS:—As usual.

F. KIENE,
Auctioneer.

Hongkong, 21st April, 1906.

PUBLIC AUCTION.

THE Undersigned has received instructions
to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,
ON

WEDNESDAY,

the 25th April, 1906, at 2.15 P.M., at
their Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,

A LARGE ASSORTMENT OF

SILVER WARE GOODS,
Comprising:—
SILVER BROOCHES, CUPS, BELTS,
BRACELETS, BUCKLES,
&c. &c.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 20th April, 1906.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have
received instructions to sell by

PUBLIC AUCTION,

ON
THURSDAY,
the 3rd day of May, 1906, at 3 P.M., at their Sales
Rooms, No. 8, Des Voeux Road Central,
Victoria, Hongkong,

THE FOLLOWING
VALUABLE LEASEHOLD
PROPERTY,

situate at Victoria, in the Colony of
Hongkong, viz:—

Lot 1.—All that PIECE OR PARCEL OF
GROUND registered in the Land Office
as Inland Lot No. 13 together with the
buildings thereon known as "No. 48,
Bonham Strand and No. 19, Bird Street
area 2,576 square feet or thereabouts Term
999 years from the 26th day of December,
1860, created by a Crown Lease dated the
7th day of January, 1875, Annual Crown
Rent \$45.43.

Lot 2.—All that PIECE OR PARCEL OF
GROUND registered in the Land Office
as Marine Lot No. 76 together with the
buildings thereon known as No. 60 Wing
Lok Street and No. 268 Des Voeux Road
Central. Area 1,400 square feet or there-
abouts. Term 999 years from the 26th day
of December 1860 created by a Crown
Lease dated the 22nd day of May 1867.
Annual Crown Rent \$24.68.

For further particulars and conditions of
sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Vendors' Solicitors,
or to—
Messrs. HUGHES & HOUGH,
Auctioneers.

Hongkong, 17th April, 1906.

For Sale.

FOR SPOT CASH.

A Limited Number of SECOND HAND
"SINGERS"

at

AUCTION PRICES.

All in First-class Working Order.

SINGER SEWING MACHINE CO.,
1A, Wyndham Street.

Hongkong, 19th April, 1906.

NOW READY.

STOCKBROKERS'

TELEGRAM CODE.

(SECOND EDITION.)

Price:.....\$70

Wong KISUM,
c/o P. O. BOX No. 111.

Hongkong, 7th April, 1906.

STRIKE WHILE THE IRON IS HOT!

Strike while the iron is heated!
Strike while your arm is strong!
For the man who is most defeated
Is the man who waits too long.
There is truth in the good old saying,
By many of us forgot,
If you would avoid dismaying
Strike while the iron is hot!

The iron is heated and ready,
And now is the time for blows;
So mightily your arm, and steady,
And know where the hammer goes!
We build for the brighter or dimmer,
For lofty or lowlier lot,
As we heed how the white sparks glimmer,
And strike while the iron is hot.

—A. J. Waterhouse in S. F. Call.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week,
Messrs. E. S. Kadoorie & Co. write as follows
on the 20th inst.—During the week under
review, although business has not been very
active, rates in most instances have ruled
steady, the chief feature being a substantial
rise in quotations for all Cotton Mills in the
North.

Banks.—Small sales have taken place in
Hongkong and Shanghai at \$860 and \$865, the
market closing steady at the latter rate.
Nationals can be sold at \$40.

Marine Insurances.—Cantons' have again
been dealt in at \$355. China Traders are quiet
at 295. North Chinas are quoted at \$90.
Unions have improved to \$795. Yangtszes
have been fixed at \$175, ex the dividend of
\$15 paid in Shanghai yesterday.

Fire Insurances.—China Fires continue in
demand at \$86. Hongkong Fires after sales at
\$305 and \$310 are now wanted at the latter
rate.

Shipping.—China and Manilas are a shade
firmer at \$18. Hongkong, Canton and Macao
Steamboats can be obtained at \$25. Indo-
Chinas are inquired for at \$93. Shell Transports
have further improved and sales are reported at
297. Shanghai Tugs are wanted in the North
at Tls. 60 and Tls. 48 (preference shares).

Refineries.—China Sugars are slightly weak-
er and have sellers at \$178. Luxons are un-
changed at \$25. Perak Sugars after sales at
rates between Tls. 75 and Tls. 80 have jumped
to Tls. 85 and are wanted at this price.

Mining.—Raubas are quiet at \$3. Chinese
Engineers have hardened and shares can
now be placed at Tls. 10.45.

Docks, Wharves and Godowns.—Hongkong
and Whampoa Docks have reacted slightly and
are quoted at \$165. Farnhams are wanted at
Tls. 120. Kowloon Wharfs are quiet at \$104.

Hongkews are unchanged at Tls. 222, but
shares can be placed at this rate.

Lands, Hotels and Buildings.—Hongkong
Lands continue in request at \$116. Shanghai
Lands after sales at Tls. 120 are firm at Tls. 118
owing to the proposed issue of new shares.
Hongkong Hotels keep steady at \$133.

Cotton Mills.—Ewos have advanced to Tls.
72 and are firm. Internationals have also
materially improved and business has been
done at Tls. 67. Lau Kung Mows have gone
up to Tls. 71 and can be placed at this rate.

Miscellaneous.—Cements are unchanged at
\$9.4. Dairy Farms have been sold at \$16.
Electrics have sellers at \$16 and \$16 for the
old and new shares respectively. Langkats
have gone up to Tls. 240 and shares are wanted.
Watsons have found buyers at \$13.

Intimations.

F. BLACKHEAD & CO.,
WHOLESALE, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GRAY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 9th March, 1905.

A BROKEN-DOWN SYSTEM.

This is a broken-down system, but which few of them really
understand. It is simply weakness—broken-down,
and worse of the vital forces that sustain the system.
No matter what may be the cause for this state of
affairs, the most common local symptoms are such as
the most prominent being sleeplessness, sense of
prostration or weakness, depression of spirits and
want of energy for all the ordinary affairs of life.
Now, what alone is absolutely essential in all such
cases is increased vitality—vigor.

VITAL STRENGTH & ENERGY

To those of these morbid feelings, and experience
proves that as night succeeds the day, the morbid
feeling may be cured by a course of the cele-
brated life-restoring tonic.

THERAPION NO. 3

than by any other known combination. So truly
is it taken in accordance with the printed
directions accompanying it, will the shattered
health be restored.

THE EXPIRING LAMP OF LIFE

and a new condition is placed in place of what
had so lately seemed worn-out, "used up," and
valueless. This wonderful restoration is purely
vegetable and innocuous. It is agreeable to the taste
—suitable for all constitutions and conditions, in
either sex and it is difficult to imagine a case of
disease or derangement, whose main features are
those of debility, that will not be speedily and
permanently relieved by this never-failing, recu-
perative essence, which is destined to cast into
oblivion everything that had preceded it for this
wide-spread and unerring of human ailments.

THERAPION

is sold by the principal
Chemists and Druggists of the world. Price in England,
2/6 and 4/6. Purchasers should see that the word
"THERAPION" appears on British Government
Stamp in white letters on a red ground, affixed
to every package by order of His Majesty's Hon.
Commissioners, and without which it is a forgery.
Sold by A. S. WATSON & Co., Ltd.,
Hongkong, China and Manila.

Notice of Firm.

CANADIAN PACIFIC RAILWAY
COMPANY.

NOTICE.

DURING my absence and until further
orders Mr. D. W. CRADDOCK will
take charge of the Company's business at this
port, and will act as GENERAL AGENT in
charge of the territory hitherto controlled by
me.

D. E. BROWN,
General Agent.
Hongkong, 18th April, 1906.

To Let.

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.
Flour Area 6,100 square feet each.

Apply to—
JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906.

TO LET.

"HAYTOR," THE PEAK.
Immediate Possession.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 17th March, 1906.

TO LET.

OFFICES in KING'S BUILDING and YORK
BUILDING.

GODOWNS on PRAYA EAST.

A BUILDING at CAUSEWAY BAY,
formerly in occupation of the Steam
Laundry Co., Ltd.

A HOUSE in CLIFTON GARDENS, Con-
dall Road.

A HOUSE in WONG NEI CHONG ROAD.

A HOUSE in RIFON TERRACE.

FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 28th February, 1906.

TO LET.

NO. 15, KNUTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th December, 1905.

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905.

TO LET.

FROM THE 15TH MAY NEXT,
SEMI-DETACHED VILLAS, with 5 big
Rooms, in Garden Road, Kowloon, near
the Ferry Wharf. Electric Fittings laid on.
Rent exceptionally low.

Apply to—
H. RUTTONJEE,
5, D'Aguiar Street,
Kowloon.

Hongkong, 16th April, 1906.

Hotels.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904.

ORIENTAL HOTEL,
MACAO.

A FIRST CLASS HOTEL situated in the
Centre of Praya Grande with splendid
view of the Harbour.

LARGE AND LOFTY ROOMS,
Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND

TOURISTS.

For Terms, &

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL
DISINFECTANT,
GERMICIDE
DEODORISER
CHEAP
HARMLESS
EFFECTIVE

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS,

Hongkong, 3rd March, 1906.

TO PREVENT MISTAKES

WHEN BUYING

WHISKY,

PLEASE NOTE THAT

OUR

CLUB No. 1

IS THE ONLY CLUB WHISKY

IN THE COLONY AT

\$18 per Case.

WE CALL IT No. 1 BECAUSE

IT IS SO IN

EVERY RESPECT

AND ALSO TO DISTINGUISH

FROM OTHERS.

GREGOR & Co.,

WINE MERCHANTS.

Hongkong, 25th October, 1905.

THE POOR SCOTCH.

It is agreed that the Scotsman is ubiquitous, but that he is a dangerous person is not generally conceded. On St. Andrew's night it is possible that the representatives of the northern section of Great Britain may become somewhat obstreperous, but their ability and far-sightedness are seldom called in question. It has been left to the Royal Society of St. George to discover that Scotsmen are not what they seem. And that Society seriously objects to the character and personnel of the new Ministry. "Our Society," says the journal of the Royal Society of St. George, "was formed to encourage and strengthen the spirit of patriotism amongst all classes of Englishmen, irrespective of creed or party, and to further English interests generally. Keeping these objects steadily in view, we have never meddled with party politics as such, and we now refer reluctantly to the new Ministry, because Englishmen (and Irishmen) are practically excluded therefrom. For what reason? Sir Henry Campbell-Bannerman no doubt has a legal right to call to his assistance whomsoever he will; but it is not usual to interpret that right in the way he has seen fit, by filling the most important offices of State, almost exclusively with his own countrymen." Of course, it is unfortunate that in the opinion of C.B. the best advisers he could have are Scotsmen, but that does not excuse an ebullition of feeling such as distinguishes or discredits a journal purporting to be representative of the English nation. When a carpet-bagger from London seeks to woo the suffrages of a Scotch constituency there is no suggestion that he is other than a Britisher, one who is entitled to represent even Scotsmen. The Royal Society of St. George forgets that system which eliminates nationality. In a humorous spirit, Mr. Morley said: "A new Government had been formed, a very Scotch Government, and when they could not find Scotchmen enough for the Cabinet, they were obliged to take two Englishmen, who, though they had the misfortune to be Englishmen, had the good fortune to be Scottish Members. He luckily was one of those." The journal of this great and omnipotent Society is worthy of the fact that even an English member of the Cabinet should be peculiar on the subject of the absence of Englishmen. It is disgraceful to learn that a Scotsman has the disposal of patronage amounting to £220,000 a year. It is miserable to hear that the pushing Scotsmen actually oust Englishmen from positions which should belong to them. "We cannot preserve our purely English characteristics, traditions, and customs," says this journal, "when strangers are thrust upon us who share our sentiments imperfectly, and have different local institutions. A Scotch Premiership would seem ever to be associated with some national calamity." Considering that Mr. Balfour, the ex-Premier is a Scotsman, and one of the great upholders of the royal and ancient game of Scotland, the remarks of the Royal Society of St. George are hardly in the best of taste. Our friends of England would be the last to grudge office to Scotsmen, and it is their pride to forget that there are Irish and Scotch to compete with Englishmen. All are on the same level, and the man who sits on the Treasury bench is undenominational. The height of disgust is reached by this sheet when it contemplates the position held by Scotsmen in England. It remarks: "It is worth while also to note that the four principal personages in the Empire ranking after Royalty, without reckoning the Governor-General of India (Scotch), are the Archbishop of Canterbury, the Primate of all England, the Lord Chancellor of England, the Archbishop of York, Primate of England; and the Prime Minister of England—and all are Scotch!" These Scotsmen are simply everywhere, and yet it is unknown for a Scotsman to complain. It is regrettable that the official print of St. George should attempt to disturb the friendship which exists between the three countries, and the only satisfactory feeling is that Englishmen will not be led astray by a querulous article which would seek to destroy the good relations of English and Scotch.

THE Manila Cablenews reports that on Sunday evening (15th inst.) about a hundred men under the command of Salvador entered Malolos in Bataan, and attacked the Constabulary barracks. The sentry on duty was killed, and the ladrones forced their way in, where a hand to hand struggle took place between the dozen soldiers then in barracks and the ladrones. Two soldiers were killed and one mortally wounded; one ladrone was killed. The ladrones got at least 20 guns and possibly more. The officers at dinner near by heard the struggle in time to take a hand, and avert a massacre. Pursuit followed at once and fifteen are already caught. The following telegram was received late in the evening of the 16th inst., by Colonel Bandholtz, acting director of constabulary, from Lieutenant McRae: "Two of the 15 men who were caught by the detachment of constabulary have been identified. One had a hole covered with blood and two constabulary soldiers identify him as being in the party of ladrones. One soldier declared that he is the ladrone who killed Balagtas (the Constabulary soldier), whose death could only have been caused him with a bolo like the one the prisoner has. We will make the investigation of all these men as complete as possible."

LOCAL AND GENERAL.

A RECENT battle between Moorish troops and those of the Pretender on banks of the Mulya ended in its being drawn.

The English and French mails of the 24th and 30th March were delivered in London on 20th and 19th inst., respectively.

The Port Commissioners propose to construct floating baths on the Hughton for the use of Hindu ladies at a cost of one lakh of rupees.

Mr. T. K. Dealy has been appointed to be second master in Queen's College with effect from 16th March, in place of Mr. A. J. May, retired.

MR. R. E. O. Bird, junior assistant master, Queen's College, has been appointed a senior assistant master, with effect from the 16th March.

HIS Majesty the King has not been advised to exercise his power of disallowance with respect to the Ordinance to amend the Vagrancy Ordinance, 1897.

LEAVE of absence to England on the recommendation of a Medical Board has been granted to Lieutenant A. H. Pullman, 2nd Royal West Kent Regiment, from 23rd April to 22nd October.

A FINE of \$25, with the option of one month's imprisonment with hard labour, was the sentence imposed by Mr. F. A. Hazeland, at the Police Court this morning, upon a sumpaman for dredging in the man-of-war anchorage yesterday, without the necessary permit from the naval authorities.

THE Supreme Court was packed this morning with a very attentive crowd of Chinese spectators when the motion against the commitment of the seven Chinese merchants for alleged perjury in the bankruptcy case of the Lai Hing Bank on the 10th of April was heard before His Honour the Chief Justice.

"It is astounding to me to have an affidavit put before me of what I must know perfectly well," said the Chief Justice this morning in a case before the Appellate Court. "I submit we are technically right, my Lord," said Mr. Pollock. "We are not applying to your Lordship *qua* the judge who tried the case, but *qua* the only judge we can get at." "Quite so," said the Chief Justice.

THE two mafios, who were arrested on the 19th instant at Causeway Bay for "dusung" a tramway conductor and subsequently had to answer four charges the next morning at the Police Court, were brought up on remand this morning. It will be remembered that the defendants boarded a car at the Tin Hau Temple, Causeway Bay, and were alleged to have refused to pay their fares. On arrival at Causeway Bay they attacked the conductor, damaging his clothing and biting his finger. The evidence for the offence proved an *alibi* and Mr. F. A. Hazeland ordered the defendants to be discharged.

AN unemployed coolie, with no fixed abode, and who was found wandering about the streets during the small hours this morning, was removed to the Central Station by a detective. On the way to the lock-up, the coolie said that he had a house of his own, but was only out to enjoy the cool night air. The loafer was sent with a *lukong* to point out that "house" of his, but failed to do so. He was placed before Mr. F. A. Hazeland this morning charged with being a rogue and vagabond. On inquiries being made as to the character of the loafer, it was learnt that he had previous convictions. His Worship sentenced him to six weeks' hard labour and six hours' stocks.

A COOLIE named Ip Lai Chuen was charged before Mr. C. A. D. Melbourne, at the Magistrate's Court this morning, with being found in a house at No. 66, Macdonnell Road, Tsim-sha-tui, last night, for an unlawful purpose. Inspector Langley said that this was a very aggravated case. Of late there had been many larcenies in this street. The defendant went up to the house in question, while a policeman was observing him; to try if he could gain admittance. He apparently failed, and was trying some other tactics, when he was arrested. On being searched at the station all that defendant carried on his person was two cash in his pocket. Defendant said he had no place of abode. *Sequel*: "Some work and free board and lodging for fifteen days."

MANILA is to have an oil road constructed as an experiment. The question of using oil on the streets of that city has been under consideration for some time, and a thorough study has been made of the methods used in California, where the best results have been obtained. Bakersfield, California, used 10,000 gallons of oil on its roads during 1903 and obtained excellent results. The method employed was practically as follows: The road was graded to the proper cross section and then thoroughly sprinkled with water. One day then elapsed before the application of the oil. The oil used ranged from 12 to 14 degrees Beane, and was applied at a temperature of 200 degrees. The quantity of oil necessary depended upon the character of the soil, and averaged from two to two and a half gallons per square yard. This oil was put on in two applications, the first coat consisting of approximately one and a half gallons per square yard. The road was then thoroughly rolled with a 12-ton steam roller at the rate of 2,700 square yards per day. The last coat of oil was then applied and a light coating of sand spread over the surface and the whole again thoroughly rolled. The road was not open to traffic until one week had elapsed. The oil penetrated to a depth of from four to five inches and gave a smooth dustless pavement. The cost of the oil amounted to \$6.60 per barrel applied on the street or 2c. per square yard for the oil and 1c. per square yard for the labour. The repairs on the road required a half gallon of oil per square yard per year and cost one half cent.

U.S. TRANSPORT DISABLED.

TOWED TO MANILA.

According to a cablegram received at Philippines Division headquarters from Colonel Duggan, commanding the 1st Infantry, en route, to Manila on board the transports *McClellan* and *Kilpatrick*, announces that the *McClellan* is disabled and proceeding to Manila in tow of the *Kilpatrick*. The cable is from Singapore, dated April 15, and states that the *Kilpatrick* has been towing the *McClellan* since March 29. The dispatch adds that the vessels will arrive in Manila on April 23.

RITIOUS HOUSE COOLIES.

ASSAULTING THE MISTRESS.

RIDICULOUSLY INADEQUATE PUNISHMENT.

U Sam and U Sing, house coolies, employed at the Cosmopolitan Hotel, No. 60, Des Vieux Road Central, were charged at the Magistracy this forenoon, with behaving in a riotous and disorderly manner at the hotel, and also with assaulting their mistress, Mrs. A. Comar. The defendants denied the charge. Evidence was heard to the effect that defendants were ordered by Mrs. Comar, who is ill, to do some particular work. They refused to carry out the order. What occurred afterwards there was no evidence to enlighten the Court, but defendants were alleged to have caught hold of Mrs. Comar by the hand and struck her several times on the face with a wet rag. Alex. Comar, the son of the proprietor, said that, when he went to protect his mother, the defendants "went for him," and he was still feeling the effects of the coolies' handling. The first defendant said that he was struck first, by four people.

His Worship—How did he come to have that swelling on his forehead?

Alex. Comar—He broke a screen and it fell on his forehead.

His Worship—You don't want me to believe that. Can't Mrs. Comar attend Court?

Insp. Warnock—No, your Worship. Her husband says she is dangerously ill.

His Worship said he found the charge proved, and fined the defendants \$3 each on the first charge. The second man had to pay an extra \$5 for the assault.

LAUNCHES IN COLLISION

IN THE HARBOUR.

A collision took place in the harbour this morning, west of Blake Pier, which resulted in serious damages occurring to a launch. How the collision happened, we are unable to ascertain definitely, but it was reported that the launch *Emerald*, owned by the Green Island Cement Company, in leaving her wharf for Kowloon, was run into by a Chinese-owned launch, the name of which we were unable to obtain. The *Emerald* sustained the worst damage, by having her bows stove in. We are informed that the damage was more or less below waterline. Soon after the collision, two other launches were hailed and the *Emerald* was taken in tow and subsequently beached. The extent of the damage to the Chinese launch is unknown, and it is stated that, if there was any, it was not of a serious character.

RATS, FLEAS AND PLAGUE.

SOME CONCLUSIVE EXPERIMENTS.

Under the heading "To Conquer Plague," the *Times of India* says:—"An important step forward in the inquiry into the causes, origin, and transmission of plague is now in process of completion by the plague Research Commission at work at the Parel Laboratory. It may be said at once that the validity of the theory of plague transmission by rat-fleas has been established beyond all question. Whether other living organisms also act to the same extent and in the same way as agencies for transmitting plague has still to be demonstrated. What is now conclusively proved is that rat-fleas carry plague from rat to rat and from rat to man. It will suffice to indicate the nature of certain recent experiments, which give the final evidence required. A room was selected in which had been found the dead body of a rat suffering from plague. Animals were placed in this room. Some of the animals were completely protected against the attacks of rat-fleas by means of metallic gauze coverings to their cages and by other expedients. Other animals were left without protection against fleas. It was soon found that the unprotected animals were attacked by plague and speedily died, and rat-fleas, infected with plague, were discovered on their bodies. The protected animals enjoyed complete immunity. This experiment has been repeated a number of times and has yielded identical results. But within the last few days it has been carried much farther. The animals had not contact or communication with each other and in each instance the agency of infection was the rat-flea. Living rats suffering from plague evidently gradually carried fleas from house to house. Fleas on the bodies of rats which had died from plague sought fresh homes which, in this instance, are the animals that tenanted the houses. Had it not been for evacuation measures so promptly carried out, the people and not the animals, would have died and Sion Koliwada, a locality on the outskirts of Bombay, would have been decimated by plague."

MR. Sarah Bernhardt has a gown worth £1,500. Of ivory satin, it is decorated with diamonds and turquoises. Two hundred animals were needed to procure the ermine to line the train. On the skirt is a band of 1,800 turquoises.

"HONGKONG TELEGRAPH" SERVICE.

[Official.]

SAN FRANCISCO EARTH-QUAKE.

WORST FEARS CONFIRMED.

ENTIRE CITY MUST GO.

To the courtesy of Mr. W. F. Gracey, Acting U.S. Consul-General in this city, we are indebted for the following telegram:—

"To-day's despatches from the neighbourhood of San Francisco seem to confirm worst fears of yesterday, excepting loss of life, which the chief of police states will not exceed three hundred."

"Since midnight fires have started afresh and are burning fiercely."

"It is believed that the entire city must go, residential as well as business section."

"(Signed) BACON,

"Assistant Secretary of State."

[Reuter's.]

LONDON, 19th April.

An earthquake occurred at San Francisco at 3 a.m., lasting three minutes. People rushed out of the houses in their night dresses. The north-eastern quarter, the manufacturing and wholesale district, suffered terribly, but there was less damage throughout the city.

It is roughly estimated that 100 have been killed and 1,000 injured. The collapsed buildings ignited in all directions, and the flames threatened the whole city.

It was very difficult combating the fire, owing to the wind and the rupture of the gas and water mains. The firemen had to blow up many buildings in the path of flames, and the terror and excitement are indescribable.

The most deadly of the collapses of buildings, was that of the Valencia Hotel, of five storeys which buried seventy-five tenement houses and left eighty in flaming ruins.

The earthquake was felt throughout the western States, and the seismic instruments in New York were violently shaken.

VOLCANIC ERUPTION IN JAPAN.

BAYONNAISE ISLAND ACTIVE.

[From Our Own Correspondent.]

Shanghai, 21st April,

10.25 a.m.

Smoke is rising from the volcanoes in Bayonnaise Island, in Japan, to the height of 1,000 feet.

A most serious situation exists.

NEW WHITE STAR LEVIATHAN.

SOME PARTICULARS OF THE "ADRIATIC."

Statements which have been made to the effect that the *Adriatic*, now being built by Messrs. Harland and Wolff, of Belfast, for the White Star Line, is a duplicate of the *Baltic* are misleading. The vessel is not so long as the Cunarders *Mauritania* or *Lusitania*, but she is as much as 1,200 gross tons bigger than the *Baltic*. Her displacement will be over 40,000 tons—twice the displacement, that is to say, of the battleship *Dreadnought* at her loaded draught.

Her double bottom has a depth of 5 ft. 1 in., under the propelling machinery it is 5 ft. 10 in.—and her hull is divided into watertight compartments by eleven bulkheads. There are seven cargo holds, including reserve bunkers, two tween-deck holds insulated, and two holds fitted as deep tanks. Her decks are nine in number. In her hull are close on 20,000 steel plates—some of the shell plates are 30 ft. long by 5 ft. wide, and weigh from three to four tons—and nearly 2,500,000 rivets have been used to bind them together.

The work of building the vessel is proceeding rapidly, and it is expected that she will be ready for launching in the late summer. She is already played up to her lower deck, and in a week or two the shell will be complete. As she sits on the blocks she looks a magnificent ship.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lightning*) 23rd inst.
German (*Prinz Eitel Friedrich*) 23rd inst.
German (*Prinz Heinrich*) 25th inst.
Indian (*Kunzang*) 29th inst.
French (*Loos*) 30th inst.
Canadian (*Tartar*) 1st prox.
German (*Willehad*) 7th prox.

The Burknall Line s.s. *Manica Maru* left Singapore for this port on 17th inst., and is expected here on 23rd inst.

The N. Y. K. Bombay Line s.s. *Bombay Maru* left Moji for this port on 19th inst., and is expected here on 24th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai at midnight on 20th inst., and leaving again at 7 p.m., Saturday, for Nagasaki, where she is due to arrive at 7 a.m. on 23rd inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

NOTED EDITOR DEAD.

MR. ROBERT LITTLE SUCCEUMBS TO TYPHOID FEVER.

[From Our Own Correspondent.]

Shanghai, 21st April, 10.25 a.m.

Mr. Robert Little, editor of the *North China Daily News*, died last night from typhoid fever.

[We are indebted to the Editor of *Who's Who* in the Far East for the following biographical notes relating to the late Mr. Little, which have been kindly placed at our disposal:—Little, Robert William (Shanghai), B. A. (Oxon); F. J. I. Journ. Inst. at London Aug. 2, 1839; m. at Shanghai, 1864. *Edna*, St. Paul's Sch., Lond., and Oriel Coll., Oxon.; entered as student at Lincoln's Inn, Lond., and read for the bar; came to China in 1861, and engaged in mercantile pursuits; joined the *North China Daily News* in 1886 and succeeded the late Mr. J. W. Maclellan as editor; was chairman of Municipal Council, Shanghai, in 1879, 1880 and 1881; chairman of Shanghai branch of China Association in 1895. *Clubs*: New University (Lond.), Shanghai, etc.—Ed., H.K.T.]

CHOLERA EPIDEMIC.

SERIOUS OUTBREAK IN SINGAPORE.

EXTRA SANITARY PRECAUTIONS.

[From Our Own Correspondent.]

Singapore, 21st April, 9.50 a.m.

A serious outbreak of cholera has occurred here.

There have been 41 cases up to the present time this month.

The wells are being closed and extra sanitary officials engaged.

[Private.]

SINGAPORE MERCHANTS' FAILURE.

BOAT QUAY FIRM INSOLVENT.

In reference to our special wire from Singapore of yesterday's date, a well-known local firm of commission agents, having connection with the Southern colony, kindly advise us that they have received information from Singapore that a prominent Chinese firm, with headquarters at Boat Quay, Singapore, has failed. Most of the principal European firms are involved, the largest being sufferers to the extent of \$25,000.

[The names of both the Chinese and the European firms are mentioned in the private advices. For obvious reasons, we deem it inadvisable to publish them at the present stage.—Ed., H.K.T.]

MORE MORPHINE SEIZURES.

\$22,000 WORTH OF THE DRUG SEIZED.

Yesterday afternoon a gang of excise officers, under the direction of the chief excise officer, made their way to the Kowloon godowns, on information received, in search for more morphine stored in the warehouse. Their information was no doubt correct, for on entering godown No. 15, they discovered and seized eighteen cases more of the drug which are valued at about \$22,000.

This morning Mr. G. Hoggarth, representing the Opium Farmer, made an application to Mr. F. A. Hazell, for the posting of notices in the godowns and at the Police Court informing the public of the find and calling for claimants.

His Worship—Can you not find any claimants?

Applicant—No, your Worship.

His Worship—What is this drug used for?

Applicant—Mostly for injection purposes, your Worship.

The application for the posting of notices was granted.

A DEAF WITNESS.

An Indian excise officer of the Opium Farm arrested a coolie last night and placed him before Mr. F. A. Hazell, at the Magistracy this morning, charged with being in possession of illicit opium.

After the Indian was shown the witness-box, he continued quite listless, regardless of questions put by the Court, and to all outward appearances seemed perfectly deaf.

His Worship—Are you deaf?

Witness—Yes.

His Worship (to the chief excise officer)—You should not employ deaf men to be excise officers.

The Indian was given another chance to answer the questions of the Court; but it proved fruitless.

His Worship—You had better withdraw the charge against this man. We cannot make out what this man is saying.

Mr. Hoggarth—Very well, your Worship.

His Worship—And see that you get rid of this Indian. He is no good for an excise officer.

THE PERJURY CASE.

APPEAL FOR RELEASE.

In Appellate Jurisdiction this morning before His Honour Sir Francis Pigott, Chief Justice, application was made in support of a writ of *habeas corpus* on behalf of the seven Chinese merchants, witnesses in the Lai Hing Bank bankruptcy case, heard on the 10th inst., in which they were committed to prison on the charge of perjury.

Hon. Mr. H. E. Pollock, K.C., Hon. Dr. Ho Kai, and Mr. E. Sharp, K.C., instructed by Mr. G. K. Hall Burton, of Messrs. Frutkin, Hett and Goldring, and Mr. F. N. d'Almeida e Castro appeared on behalf of the appellants.

Mr. Sharp said an appeal does not lie from a judicial finding of the Court, and the writ of *habeas corpus* was the best method of raising the question of whether the Court's decision was made in a legal and judicial manner, and he submitted, with all due respect, that His Lordship had not arrived at his decision in a legal and judicial manner.

Mr. Sharp then proceeded to quote authorities in support of his contention, and then submitted that his Lordship's decision was made illegally and therefore could not stand. They were not there to ask his Lordship to review the matter on the merits, but on the point that the decision was arrived at illegally and unjustly.

His Honour quoted an authority, when Mr. Sharp submitted that in that case it was an attempt to review the decision on the merits, but this was not a case of that sort.

Mr. Pollock said he had a number of authorities to produce, and that the practice required that the alleged offence, should be cited. A party might be discharged on writ of *habeas corpus*, if the commitment was bad in law. Where there is any defect in any commitment in point of law then the remedy is by writ of *habeas corpus*.

Mr. Pollock then quoted a case in which Lord Ellenborough and the other learned Judges of the Court of Queen's Bench decided that the Court of Parliament having committed a man to imprisonment in the Tower of London, they sitting as a Court would not interfere with the commitment of Parliament, though they would inquire as to whether the detention was legal on the warrant. They would not, however, inquire into the merits of the case. Mr. Pollock then argued at great length as to the jurisdiction and said that this Court had only to decide on the question of jurisdiction.

After considerable further argument by Counsel His Honour said he would look up the authorities quoted and give his decision on Monday.

The question of the *habeas corpus* being reserved, Mr. Sharp then moved that the seven men, committed to prison on the charge of perjury on the 10th inst., be released from prison; that the order be changed, on the ground that the men were not informed by His Honour as to the statements in which they had committed the alleged perjury, and that they had not been given any opportunity to be heard in their own defence. Mr. Sharp then proceeded to read the report of the occurrence when the men were committed, quoting his Honour's finding, and he submitted that that finding was bad in law for the reason that not one of the seven men had been informed as to what statements they had made constituted the alleged perjury; nor had one of them been given any opportunity to be heard in his own defence, and it was important that a witness should be so informed and given such opportunity. Especially he would refer to mere witnesses as against witness parties to the action.

His Honour—But these men were almost parties to the case.

Mr. Sharp: Of course your Lordship may make any comments you please, but whether they were almost parties has nothing to do with the matter, as the fact remains they were not.

His Honour: But the Official Receiver was suing on behalf of the creditors, and they were creditors.

Mr. Sharp: That is so, my Lord, but they were not among the plaintiffs. Had they been so they would have been accommodated with seats in Court, but as a matter of fact they were not in Court, and did not hear the adverse evidence. In this case eight men would have been convicted, but one was not present, and I am not aware of his present whereabouts.

His Honour: He vanished before he could be called.

Mr. Sharp: I think your Lordship takes a hostile view of it. The man was, as far as I know, not in Court on the last day of the trial. Your Lordship must not take me to say he was not in Court, but I believe he was not. (Referring to the attorneys on both sides.) I gather he was not in Court that day.

Mr. Sharp then quoted authorities to show that when a man is accused of an offence against the law he has a right to know in what his offence has consisted, and he has a right to be heard in his own defence. Here he quoted a case in which five judges sitting unanimously concurred in those findings, and went further and said that they had a right to call witnesses.

His Honour: Then that would make it inevitable to try the case again, which would occupy another two or three days, keeping the jury empanelled and witnesses in attendance.

Mr. Sharp: But, surely your Lordship could conclude the first case—in fact, you had concluded the case and had given your decision, and the jury had done all that was required of them and they had no concern with the alleged perjury and only awaited their discharge. Mr. Sharp went on to quote several cases from the Privy Council and submitted that this Court could not over-ride decisions of that Council.

His Honour:—But surely my summing up indicated in what the perjury consisted when I mentioned their statements about Wong Ka Chun's being present at and addressing the meeting of creditors?

Mr. Sharp: But only one or two of the men speak English, even if one or two more understand it, and they could not follow your Lordship's summing up. And even if they could that would not fill the requirement of the law which requires that the men be informed and given an opportunity to be heard in their own defence. As a matter of fact only two or three of the men said they were present at the meeting, but your Lordship committed them all. The commitment was again bad, for the law required that the warrant be signed by the judge committing, whereas this warrant was not signed by your Lordship, but by the Registrar. That certainly is a technical point, but taking all the facts we have adduced and all the reasons given your Lordship I must ask you to make an order for the release of these men from gaol. The Court adjourned.

After the adjournment Mr. Pollock, addressing the Court, said that the Court had no power to commit a man unless he was informed of what his offence consisted in, and proceeded to quote authorities in support of that content on, and submitted that an accused man must be called before the Court and told what he is charged, and then asked to plead in his defence. Mr. Pollock quoted from a large array of authorities, all tending to the same purpose, and showing that no person could be committed unless he is first summoned before the Court, to answer to some charge. Then again the warrant must be signed by the committing judge; here the Registrar signed it.

His Honour: The warrant is practically signed by the Court. The Registrar does not sign the warrant; he merely signs the declaration that the warrant is issued by order of the Court.

His Honour: It seems to me that it has always been the practice of the Court.

Mr. Pollock: That may be, my Lord, but no practice of a Court can make good the contravention of any Act in common law. It is necessary that a commitment must be under the hand and seal of the committing judge. More authorities followed.

His Honour: But the printed forms state "By order."

Mr. Pollock: That may be, my Lord, but that does not do away with the requirement that the commitment must be under the hand and seal of the committing officer, and not the printer's.

Mr. Pollock then submitted that as the arrest and imprisonment of the seven men had been illegal and unjust he must ask his Lordship to order their immediate release.

His Honour: Well I would like to give a decision now, but I must consider the points further and will give my decision on Monday afternoon.

The Court adjourned.

THE MORPHINE SEIZURE.

CLAIMANT FOR FORFEITED DRUG.

In our issue of last evening we reported that Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, appeared on behalf of the Opium Farmer and applied for the confiscation of eleven cases of compound opium (moriate of morphine) that were seized by excise officers on March 6th and 7th at Kowloon. There being no claimant for the goods at the time, Mr. F. A. Hazell granted the order.

This morning, at the Magistracy, Mr. H. Bailey, of Messrs. Johnson, Stokes and Master, appeared on behalf of Messrs. MacEwen, Frickel and Company to claim four cases of the morphine that were confiscated.

His Worship—Was this the morphine that was ordered to be forfeited yesterday?

Mr. Hoggarth—Yes, your Worship.

Mr. Bailey—The four cases I am referring to, your Worship, are the property of Messrs. MacEwen, Frickel and Company, which were to be transported, and the facts I have to tell your worship will—

His Worship—Very well. According to the Ordinance if no claimant turns up after the expiration of one week the drug can be disposed of by the Opium Farmer.

Mr. Bailey—Very well.

His Worship—Have you taken possession of the morphine?

Mr. Hoggarth—Yes, your Worship.

His Worship—Then inform the Opium Farmer not to dispose of four cases as there are claimants.

Mr. Hoggarth—Very good, your Worship.

His Worship—See that you send in the necessary application form as early as you can. I will hear you on Wednesday, at 11.30 a.m.

Mr. Bailey—As your Worship pleases.

NATAL UNREST.

THE SITUATION DESCRIBED.

It is well-known that in times of unrest in India, mysterious messages and warnings are conveyed in all directions by seeding round chupatties. A variant on this has been adopted in Natal by natives with some pretence to a knowledge of English. It has long been known to the authorities that such letters were being circulated, and one recently fell into the hands of the police in consequence of which natives were tried and convicted.

THE HURNETOWN NATIVES.

But little surprise is felt by those who know Natal at the recent trouble in that district. It is a veritable Atlantis, inhabited mainly by natives who have squatted on the lands of absentee owners. As there is no one to keep an eye on them, they issue forth from their district thieving and raiding, but returning to their own haunts as soon as they have secured their booty. The neighbouring division of Pofela was the scene of a somewhat similar incident a couple of years ago. It appears, however, that too small a force of police was sent into what is a notoriously isolated and troublesome neighbourhood, and there is also a probability that the officer in charge was not as tactful as the case demanded.

NATAL NATIVE TRIBES.

The natives of Natal are a mixed lot. In fact a kind of hotch-potch of nearly every South African tribe—the coast natives, the old aboriginal stock, refugees Zulus and Basutos

and the remnants of various tribes who were "eaten up" by Tshaka and his successors. It is true that many of them are prosperous and up to the present have shown no hostility to the British; yet the young men have been touched in their tenderest spot, dangerous agitators have been at work, and, worst of all, it is now authoritatively stated that several mean whites have been urging them to withstand the payment of the new tax. It is natural that the chiefs and headmen should give assurances of loyalty; but we saw how much assurances of peaceful intention were worth in the case of Messrs. Kruger and Steyn. Now the Bantutribes are splendid diplomats, and with them diplomacy and treachery are practically synonymous.

NATAL'S MINISTRY.

Natal is in the peculiar position at present of having a Coalition Government. Parties are practically equal, so a coalition has been formed, and there is no opposition. The Premier, Mr. J. G. Maydon, has had personal experience in the field, arriving in Natal in order to take part in the Zulu war. He also acted as war correspondent during the early part of the Boer war. It is natural that the Ministry should be anxious to minimise matters, as the finances of the colony are in a poor way at present, and that, rather than any fear of what an Opponent (if one existed) might do, is a determining factor with them. In any case, the fact that after all an Imperial battalion did render aid shows that there must have been at least a possibility of trouble. Moreover, it is noteworthy that the Minister for Native Affairs does not deny the danger of the disaffection spreading, but said that "there was no imminent danger" of its spreading.

TWO ROCKS AHEAD.

The real causes of the trouble in Natal appear to be two—the machinations of Dinizulu and of the Mafipian emissaries. The former is doubtless under the closest surveillance; or, if he is not, he should be. But the Ethiopians are allowed to work their will unhindered. They have a great deal of influence in many parts of the Cape Colony and in Natal, though in the two new colonies they seem to have been checked. Originally an offshoot of the American Methodist Episcopal Church, they are now irresponsible agitators, half-religious, half-political, some coming from the United States and some from Liberia. They go from kraal to kraal and when they get a footing set up a tin tabernacle and propound their doctrines of equality and liberty. They insist that the country belongs to the black man and that the white men must go. At all times, even when things are going well, the white men in South Africa live "the brink of a volcano; if these doctrines are allowed to spread unchecked it will not be long before there is an eruption. And it only needs some satisfactory cry to effect a combination of all the various black races. The only thing to check the black man is a determined show of force.—Globe.

COMMERCIAL.

SHARE LIST.

2.30 p.m.

Following are further alterations noted in Messrs. E. S. Kadoorie & Co.'s share list to-day:

"Shell" Transport ... 26.5.
China Sugar ... \$176
Shanghai Gas ... Tls. 135.50.

YARN MARKET.

In their report dated 20th inst., Messrs. Phirosha B. Petit and Co. write:—"Scapegoat" would be the proper word to put China market in a nutshell. Politically and diplomatically, and even as regards the ancient Missionary element, China has been made a scapegoat from time immemorial. Now, for a very long time past we have seen and commented upon this "scapegoatism" (to coin a convenient word) in the trade with China, with special reference to the yarn and piece-goods line. China market is not allowed to think and act for itself, speaking from the course events have been taking for a considerable time past. Bombay and Manchester and Lancashire have been doing the thinking for the China market. People on the spot are, so to say, mere on-lookers. Lancashire has always its eyes on Bombay. In the past it has made many attempts, and only recently a last huge effort was put forth to invoke the aid of Imperial Legislation and an actual deputation of Lancashire spinners waited upon the new Secretary of State for India, Mr. Morley, who has hitherto bloomed large, and most worthily so, in the eyes of the people of India as a scholar and historian and thinker, to bring some relief to the poor, hard worked operatives of Bombay Mills. (As Lancashire puts it out of sheer philanthropy) by curtailing the working hours in Indian Mills. Bombay mills are having a boom, the like of which they never saw before and might never see again. Bombay manufactures and sells, and buys and re-sells, and sends out to China continued shipments, and, in consequence, the perpetual refrain all along has been congestion, over-trading, inter-selling, re-exportation, and commercial dyspepsia, whether it be Hongkong or Kwantung, Shanghai or the Northern Ports, or Japan, all joining in the chorus. Hongkong is groaning under the heavy weight of accumulated stocks and has been sending forward large parcels to Shanghai only to relieve herself and distress her neighbour. Shanghai's cry is echoed by the far northern ports of Newchwang and others. Canton and districts are threatened with scarcity, if not actual famine, by reason of her first rice crop, half reaped, having been completely ruined by torrential rains. Locally, dealers are conspicuous by their absence, the same rains having interrupted them in their ancestral tomb-worshipping functions and detained them there. Importers are free sellers even at a decline of one dollar, but the response falls short of their calculations, and the demand anticipated in our last has not been seen.

The sales reported in this circular are not to be taken as indicative of any free desire on the part of Chinese dealers to operate, but are, almost all of them, forced on their acceptance. Many of these dealers acquiesce mainly because they are hoping to see a renewal of activity before long.

Market closes steady.

No. 207.—This count covers almost two-thirds of the aggregate sales reported to-day. Prices in some instances show a decline of about fifty cents.

No. 105.—Only one thread of this count changed hands at last week's rate.

No. 125.—Out of favour, small parcels here and there fetched a dollar lower.

No. 107.—Out of favour. Sales insignificant. Prices declined a dollar.

No. 85.—No business is reported in this count.

No. 65.—Sales of only two threads at current quotations.

Sales during the past fortnight comprised of about 30 bales of No. 62; 115 bales of No. 105; 165 bales of No. 122; 300 bales of No. 165; and 1,180 bales of No. 207; in all about 1,790 bales.

Arrivals per steamers *Kulsang* and *Arutog* (from Calcutta), and *Delhi* (from Bombay) of about 1,090 bales for this port, and about 18,345 bales for Shanghai.

Shipments to Shanghai and the Northern Ports about 16,500 bales (made by both importers and dealers).

Unsold stock is estimated at about 71,000 bales.

Uncleared stock is estimated at about 50,000 bales.

Local Yarn:—No business is reported.

Japanese Yarn:—Nothing doing.

Cotton:—Sales are reported of about 260 bales at \$22 to \$25 per picul.

Exchange:—We quote to-day as under:—

India T.T. at Rs. 153 1/2 per cent.
Demand " " 154 1/2
London T.T. " Sh. 2.08d.—5
Demand " " 2.0 11/16d.—5
Shanghai " " Tls. 7 1/2—\$100.
Silver " " 29 13/16d. per oz.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2 0 1/2
D. Demand 2 0 11/16
Do. 4 months' sight 2 0 15/16
France—Bank T.T. 2 5 1/2
America—Bank T.T. 49 1/2
Germany—Bank T.T. 2 10
India T.T. 154 1/2
Do. demand 154 1/2
Shanghai—Bank T.T. 7 1/2
Singapore T.T. 14 1/2
Japan—Bank T.T. 100 1/2
Yva—Bank T.T. 123 1/2

Buying.

4 months' sight L/C 2 1 1/16
6 months' sight L/C 2 1 3/16
30 days' sight San Francisco & New York 50 1/2
1 month's sight do. 51 1/2
30 days' sight Sydney and Melbourne 2 1 5/16
4 months' sight France 2 6 1/2
1 month's sight 2 6 1/2
4 months' sight Germany 2 15 1/2
4 1/2 Silver 29 1/2
Bank of England rate 4 7/8
Sovereigns 9 7/4

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—
Per picul
Malwa New 940/950
" Old 1,000/1,010
" Older 1,040/1,060
Per chest
Palma New 895
" Old 875
Benares New 827 1/2
" Old 817 1/2
Persian (Paper) —

To-day's

Advertisements.

DOCTOR WANTED.

TO ACT AS SURGEON on an Emigrant Steamer.
For Particulars, apply to—
BUTTERFIELD & SWIRE.
Hongkong, 21st April, 1906. [488]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that MITSUI BUSSAN KAISHA, carrying on business at Victoria in the Colony of Hongkong and elsewhere as Merchants, have, on the 4th day of April, 1906, applied for the Registration in Hongkong in the Register of Trade Marks of the following Trade Marks:—

1.—The representation or illustration of a head with extended jaws and part of the neck and a claw of a Dragon among the clouds—above which is printed, stamped, impressed, branded, stencilled, written, drawn, cut, or embossed the word "Dragon"—on one side is written the name "Mitsui Bussan Kaisha."
2.—The representation or illustration of a Phoenix—its body, wings and tail forming the border of a tablet, inside of which is printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut, or embossed the word "Phoenix"—on one side is written the name "Mitsui Bussan Kaisha."

The Trade Marks have been used by the applicants since the month of January, 1905, in respect of the following goods:—
MANUFACTURED AND UNMANUFACTURED TOBACCO, CIGARS AND CIGARETTES
IN CLASS 45.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the Under-Signed.

Dated the 20th day of April, 1906.
JOHNSON, STOKES & MASTER,
Solicitors for the applicants,
8, Des Voeux Road Central,
Hongkong.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by
PUBLIC AUCTION,
ON
FRIDAY,
the 27th April, 1906, at 12 o'clock Noon, at his
Sales Rooms, Duddell Street,

The Wreck of the German Steamer
"M. STRUVE"

as the now lies off the Ocksen Island,
All ANCHORS, GEAR, &c., &c.
ALSO

10,599 Packages SUGAR,
335 " SUGAR CANE,
1,075 " LEAF FANS,
90 " PEPPER.

TERMS.—Cash on fall of hammer. All Lots to be at purchaser's risk on fall of hammer.

For further particulars, apply to—
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 21st April, 1906. [487]

Antimations.

THE

ROBINSON PIANO

CO., LD.

NEW PIANOS

\$70 CASH

AND 18 PAYMENTS OF \$20 EACH

OR \$385 CASH.

GREAT STRENGTH AND SUPERIOR

TO ANYTHING IN THE COLONY.

Steinway,

Bechstein,

Krauss,

Haake,

Hopkinson,

Winkelmann,

ON

CORRESPONDING TERMS.

ALSO

BABY GRANDS

AND

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"JASON"	28th April.
GLASGOW and LIVERPOOL	"DEUCALION"	5th May.
GLASGOW and LIVERPOOL	"TYDEUS"	12th "
GLASGOW and LIVERPOOL	"HYSON"	12th "
GLASGOW and LIVERPOOL	"GLAUCOS"	15th "
GLASGOW and LIVERPOOL	"RHIPHEUS"	17th "
GLASGOW and LIVERPOOL	"IDOMENEUS"	23rd "

HOMeward.

FROM	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	28th April.
AMSTERDAM, LONDON & ANTWERP	"BELLE OPHON"	8th May.
GENOA, MARSEILLES & L'POOL	"CALCHAS"	20th "
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	22nd "
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	19th "
GENOA, MARSEILLES & L'POOL	"HYSON"	20th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE, and YOKOHAMA	"TYDEUS"	16th May.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST.	"NINGCHOW" "YANGTSE"	25th April. 25th May.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO and NEWCHWANG.	"KWEILIN"	23rd April.
SHANGHAI.	"YCHOW"	24th "
CHEFOO and TIENSIN.	"KWEICHOW"	27th "
SHANGHAI.	"SHAOSHING"	27th "
CERU and ILOILO	"KAIFONG"	28th "

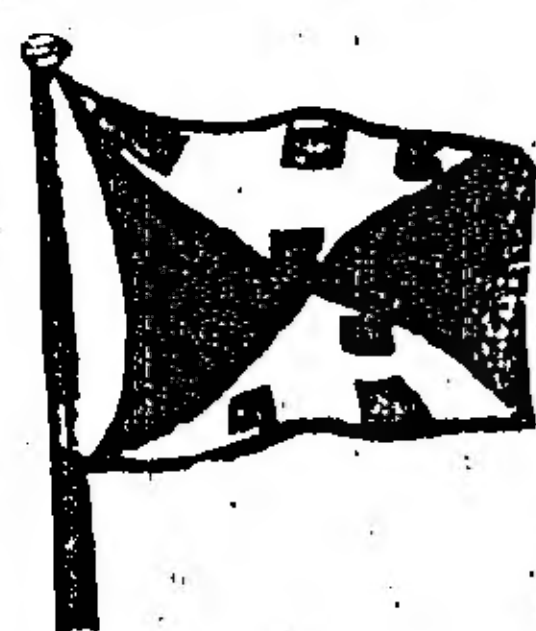
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 21st April, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers,
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ROH	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 28th April, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 5th May, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 21st April, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"RAMSAY"	25th May.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 5th April, 1906.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SHEWAN & Co.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1905.

Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI"
Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M., if the permits.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.
On and after Sunday, 29th inst., inclusive, every Sunday will be an excursion, at the following rates:—1st and 2nd Class, Single, \$3; Return, \$5; 3rd Class, Single, 50 cents; Return, 80 cents.
All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.
Hongkong, 17th April, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,300 T. R. MEAD
"KWONG TUNG" 1,238 T. R. RAMSEY

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

There Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4

Meals \$1 each.

Also

Excursions to MACAO every SATURDAY at 6 P.M., and every SUNDAY at 8.30 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:—1st Class single \$2 with cabin \$3.00, return \$3.50; 2nd Class single \$1.50, return \$2.00.

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is at the Western end of Wing Lok Street.

SHIU ON S.S. CO., LD., and VUEN ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 17th April, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SGAPORE, PENANG & CALCUTTA	"KUTSANG"	TUESDAY, 24th April, 3 P.M.
SHANGHAI	"KWONGSANG"	TUESDAY, 24th April, 4 P.M.
SHANGHAI	"AMARA"	THURSDAY, 26th April, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 27th April, 4 P.M.
SHANGHAI	"FAUSANG"	SATURDAY, 28th April, 4 P.M.
TIENSIN	"CHEONGSHING"	SATURDAY, 28th April, 4 P.M.

* These Steamers have superior accommodation for First-Class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 21st April, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Melzerthien	May 22nd.
"ARAGONIA"	5,195	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.
"NUMANTIA"	4,370	Feldmann	July 14th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

16;

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH"

will be despatched for the above Ports, on or about 25th April.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 12th March, 1906.

"SHIRE" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE"

will be despatched for the above Ports, on or about the 10th May, 1906.

For Freight etc., apply to

"SHEWAN, TOMES & CO., Agents.

Hongkong, 12th April, 1906.

"SHIRE" LINE.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE"

will be despatched for the above Ports, on or about the 15th May, 1906.

For Freight etc., apply to

"SHEWAN, TOMES & CO., Agents.

Hongkong, 6th April, 1906.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"OBRA,"

Captain A. H. Acheson, will be despatched as above, TO-MORROW, the 22nd instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 21st April, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched for the above Ports, on SATURDAY, the 28th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A reward and a duly qualified Surgeon are carried.

M.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 3rd April, 1906.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVENUE,"

Captain Koble, will be despatched as above, on or about 8th May.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th April, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALERMO,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c.

From Italy.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 19th April, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. India.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 19th April, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods delivered after the 23rd instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th April, 1906.

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ARCADIA,"

Captain Hildebrandt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th April, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th April, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 19th April, 1906.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"OBRA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., FRIDAY, the 20th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents.

Hongkong, 19th April, 1906.

Consignees.

OCEAN STEAMSHIP COMPANY, LIMITED,

CHINESE STUDENTS.

WHAT THEY LEARN AND HOW THEY APPLY IT AT HOME.

The president of the University of Illinois, Edmund J. James, has addressed an open letter to President Roosevelt, in which he urges that we establish such relations with China that the Chinese will be induced to come to this country for the purposes of studying our institutions and our industry. To that end he proposes sending an educational commission to China to visit the Imperial Government and extend a formal invitation on the part of our American institutions of learning to avail themselves of the facilities of such institutions. It strikes us that such action would be a work of supererogation, as the Chinese must be perfectly familiar with the fact that our institutions of learning are always ready to welcome them. Whether this disposition is more admirable than sensible remains to be seen. Thus far the Chinese educated in America and in European countries have not been influenced in the fashion that professor James thinks they ought to be. They are too apt scholars to remain insensible to the fact that our only desire in introducing Western civilization to them is to profit by its introduction; and they are also quick to absorb our ideas in respect to unwarranted encroachments on a country. As a result they return to China imbued with the determination to teach their countrymen to follow the example of the foreigner in one important particular, and that is to resist alien domination. It is the educated class who have acquired Western ideas who are moving to put the army of China in good posture for defence, and when it has attained that condition the Chinese will not be slow to grasp the fact that a defensive weapon may also be used offensively. If the defensive army now in process of formation is not used in this fashion then the Chinese scholars are duller than we think they are. Certainly they will not have caught the Western spirit, for there is not a European or an American living who would not chafe under indignities such as those China has been compelled to submit to for over a half a century and who would not deem it his first duty to use every means in his power to put a period to them.—S. F. Chronicle.

THOUGHT-READING DOG.

CANINE MYSTERY SHOWS HIS WONDERFUL POWERS.

Pili, the wood-fur thought-reading dog now appearing at the Empire, is the mystery of the canine world. To all appearances an ordinary white wire-haired terrier with black markings, and the sight of one eye practically gone, he is, in reality, a creature of almost uncanny wisdom.

A long white board mounted on wooden legs, from which are suspended large cards bearing numbers from one to ten and a zero, constitutes the apparatus for the dog's "thinking trick."

A representative whispered the secret of his age to Signor Ancillotti. "What is this gentleman's age?" cried the dog's master.

Pili does not hurry himself. He prowled slowly round the board, turned over number two with his paw, took another short constitutional and turned over number five.

Then another chuckles took some change from his pocket. In his left hand he clenched five shillings, in his right nothing.

"How many shillings has this gentleman in his right hand?" asked Signor Ancillotti. "Quick, now!"

The marvellous part of the performance is that Signor Ancillotti does not utter a word to the dog after he has asked his question.

"The dog does the work—it is not I," he said.

He thinks in and understands three languages—French, English, and Italian. I used to have to work very hard with my travelling theatre to make money," he added, laughing. "Now the dog works for me, and I need do nothing."

"I have had him since he was quite a puppy. He is now seventeen years old, and grows wiser every year."

Pili's performance is indeed one of those mysteries which it is impossible to explain.

Shipping.

Arrivals.

Pittanulok, Ger. s.s., 1,267, L. Goercken, 20th April—Bangkok 13th April, Rice—M. & Co.

Devaungwe, Ger. s.s., 1,014, T. V. Bruhn, 20th April—Bangkok 12th April, Gen.—B. & S.

Shantung, Br. s.s., 1,400, Jno. Robinson, 20th April—Mojito 14th April, Coal—B. & S.

Kweilin, Br. s.s., 1,072, Brymer, 20th April—Swatow 19th April, Ballast—B. & S.

Saint Bride, Br. s.s., 2,511, W. Nicoll, 20th April—Cardiff 8th Mar., Coal—Government.

Hongkong, Fr. s.s., 742, G. Suzzoni, 20th April—Manila 19th April, Ballast—A. R. M.

Nanshan, Br. s.s., 1,209, A. Jones, 21st April—Saigon 17th April, Ballast—B. & S.

Kweichow, Br. s.s., 1,217, Metherell, 21st April—Canton 20th April, Gen.—B. & S.

Silvertown, Br. s.s., 4,303, D. Morton, 21st April—Shanghai 17th April, Ballast—Order.

Stettin, Br. s.s., 1,300, Farrell, 21st April—Singapore 13th April, Kerosene—Mr. Geo. McLean.

Clearances at the Harbour Office.

Daffin Maru, for Swatow.

Chiyeen, for Shanghai.

Mitaph, for Amoy.

Gulf of Venice, for Vladivostok.

Hailan, for Haiphong.

Shanai, for Shanghai.

Charterhouse, for Amoy.

Darwin, for Calcutta.

Doi Hermanos, for Manila.

Mitaph, for Singapore.

Shanai, for Shanghai.

Gulf of Venice, for Vladivostok.

Obra, for Yokohama.

Pronto, for Hoibow.

Passengers arrived.

Per Hongkong, from Manila—Mr. and Mrs. Bath, Mr. and Mrs. Bohler, Mr. and Mrs. Van Hoote, Messrs. Vincent, L. S. Briggs, J. S. Warren, W. C. Wickman, and Miss Linstead.

Passengers departed.

Per Arcadia, from Yokohama, for London—Fleet-Surgeon and Mrs. Moorj R.E., Mr. and

Miss Simmons, and Mr. A. Blake. From Shanghai for London—Mr. and Mrs. E. Hunt, Miss E. Reid, D. Reid, Mr. and Mrs. R. Gilles, Mr. and Mrs. Howell, Mr. and Mrs. H. D. Hutchinson, Messrs. E. Gosling, L. G. Jupp, M. Bull, Miss F. L. Morris, Mrs. Arthur Edwards, S. Chow, Woo Pao Shih, Shen Chen Lick, Lio Ying Ling, Edwards Evans, Mrs. Bower and family, For Marcellus—Miss A. E. Ehrstrom, and Mr. D. Greenwood. For Bombay—Mr. J. M. J. From Hongkong for London—Messrs. J. N. McDougall, G. B. Ditch, Alfred Christie, Mrs. H. C. Dalton, Mrs. R. Mitchell, Messrs. E. Cateaux, Mr. and Mrs. J. H. Ponsbury, Messrs. T. Pass, A. C. Wicks, E. R. Hallifax, Mrs. J. Alexander, Mrs. S. D. Lott, Messrs. M. Friedman, E. E. Gridley, Mr. and Mrs. J. Schulz, Miss Elizabeth Schulz, Messrs. A. Wilson and J. Lindsay. For Marcellus—Mrs. Stevenson, Messrs. J. Barton, James Scott, S. J. Lyons, and Col. and Mrs. V. Chaler. For Gibraltar—Mr. F. C. de Meneses, For Brindisi—Mrs. J. Master de Meneses, For Calcutta—Mrs. M. Wilson and a child. For Singapore—Messrs. Norman Smith and J. N. Sinclair.

Per Zafra, for Manila—Mr. Ed. Hill, Capt. Lyon, Messrs. C. H. Lamb, T. Crawford Engle, Comdr. J. M. Helm, Messrs. F. Shaughnessy, G. T. Anstey, Mr. and Mrs. Lalleuenda, Misses E. C. Cutler, C. H. Oher, Messrs. H. B. Dunbar, S. V. Derr, Lantier, T. C. Kinney, Miss A. Hughes, Messrs. N. H. Shiman, Chas. B. Detham, Mr. and Mrs. Cox, and Mr. Orsico.

Shipping Report.

St. Kaitlin from Swatow—Strong NE. winds, moderate sea.

St. Pittanulok from Bangkok—Heavy NE. and foggy weather, much rain.

St. Shantung from Moji—Strong NE. monsoon, with intervals of fog and rain.

St. Devaungwe from Bangkok—Light breeze and fine clear weather to 150 miles S. of Gap Rock, thence to Swatow strong monsoon, high head sea and overcast, thence to point strong monsoon, following sea, overcast, and drizzling rain.

Vessels in Port.

Amara, Br. s.s., 1,566, C. J. Matlock, 14th April—Sourabaya 4th April, Sugar—J. M. & Co.

Bourbon, Fr. s.s., 1,097, Le Bail, 12th April—Sigon 8th April, Gen.—Man Fat.

Charterhouse, Br. s.s., 1,278, R. S. Bainbridge, 20th April—Singapore 14th April, Gen.—100 Tek Senk.

Chip Shing, Br. s.s., 1,699, G. S. Weighall, 15th April—Saigon 11th April, Rice—J. M. & Co.

Chowin, Ger. s.s., 1,115, W. Moller, 18th April—Bangkok 10th April, Rice and Lumber—B. & S.

Daffin Maru, Jap. s.s., 900, H. Ohta, 18th April—Swatow 17th April, Gen.—O. S. K.

Dakota, Am. s.s., 1,305, E. Francke, 15th April—Seattle 12th Mar., and Shanghai 14th April, Gen.—N. Y. K.

Dardanus, Br. s.s., 4,553, H. Nicholas, 20th April—Singapore 14th April, Gen.—B. & S.

Faungang, Br. s.s., 1,300, F. Wheeler, 15th April—Wuhu 10th April, Rice—J. M. & Co.

Germania, Ger. s.s., 1,000, H. Fliegel, 8th April—Sydney 2nd Feb., Coal—S. & Co.

Haitan, Fr. s.s., 1,183, J. S. Ranch, 20th April—Fo-chow 17th April, Amoy 18th, and Swatow 19th, Gen.—D. & Co.

Hanoi, Fr. s.s., 739, P. Mees, 8th Mar.—Shanghai 4th Mar., Ballast—A. R. M.

Hongkong Maru, Jap. s.s., 3,447, E. Bent, 17th April—San Francisco 17th Mar., Honolulu 21st, Yokohama 27th April, Kobe 9th, Nagasaki 11th, and Shanghai 14th, Mails and Gen.—T. K. K.

Indravelli, Br. s.s., 3,768, S. Collington, 15th April—Chinawantao 9th April, Ballast—G. L. & Co.

Iris, Am. transport, 2,200, Whitton, 27th Feb.—Manila 22nd Feb., Coal—Government.

Java, Aust. s.s., 2,000, Slipanovic, 19th April—Mojito 12th April, Coal—Order.

Kampul, Fr. s.s., 412, De Celles, 18th April—Kwan-chowwan and Macao 14th April, Gen.—Man Fat.

Kohsichang, Ger. s.s., 1,292, C. Gosewisch, 14th April—Bangkok 5th April, Rice and Gen.—M. & Co.

Korea, Am. s.s., 5,651, W. B. Seabury, 10th April—San Francisco 21st Mar., and Shanghai 17th April, Mails and Gen.—P. M. S. Co.

Kutah, Br. s.s., 3,109, R. C. D. Bradley, 16th April—Calcutta 1st April, Penang 7th, and Singapore 10th, Gen.—J. M. & Co.

Lisa, Ger. s.s., 1,577, H. Harndahl, 13th April—Cheloo 7th April, Gen.—S. W. & Co.

Mercedes, Br. transport, 2,000, J. S. McGregor, 5th Feb.—from Pulo Condore Island.

Merionethshire, Br. s.s., 1,950, D. Davies, 18th April—Mojito 12th April, Coal—S. T. & Co.

Monteagle, Br. s.s., 4,162, H. Parry, 15th April—Liverpool via Newport and Durban 7th Feb., Ballast—C. P. R. Co.

Suisang, Br. s.s., 1,600, T. A. Mitchell, 16th Mar.—Calcutta 27th Mar., Coal—J. M. & Co.

Taipei, Ger. s.s., 1,065, C. Ueberfeldt, 12th April—Swatow 11th April, Ballast—E. A. T. Co.

Taiwan, Br. s.s., 1,017, J. A. Martin, 13th April—Bangkok 7th April, Rice—Chinese.

Telemachus, Br. s.s., 1,350, J. Williamson, 10th April—Saigon 5th April, Rice—Chinese.

Tov, Nor. s.s., 1,100, Guger, 20th April—Bangkok 11th April, Gen.—Chinese.

Victoria, Swed. s.s., 654, J. A. Hellberg, 11th April—Saigon 11th April, Rice and Gen.—S. W. & Co.

Yuenang, Br. s.s., 1,128, P. H. Ruffe, 7th April—Manila 4th April, Gen.—J. M. & Co.

Zweena, Br. s.s., 946, J. Ewart, 19th April—Samarang via Singapore 8th April, Sugar—Chinese.

DOCK RETURNS

HONGKONG AND WHAMPOA DOCKS.

U.S.S. Barry at Kowloon Dock.

Ship Shing " " "

Hanoi " " "

U.S.S. Bainbridge " " "

Koshira Maru " " "

H.M.S. Whiting " " "

Alia " " "

Loongwo " " "

Marie " " "

Telemachus Cosmopolitan

Alabama Aberdeen

Taipei " "

Steamers Expected.

Vessel	From	Agents	Due
P. E. Friedrich	Japan	M. & Co.	April 23
Lighting	Singapore	D. S. & Co.	April 23
Sidhanta	Singapore	H. A. L.	April 23
Manica Maru	Mojito	N. Y. K.	April 23
Bombay Maru	Japan	N. Y. K.	April 24
Prinz Heinrich	Singapore	M. & Co.	April 25
Kumang	Calcutta	M. & Co.	April 25
Laos	Colombo	M. M.	April 30
Tartar	Vancouver	C. P. R. Co.	May 1
Willehad	Sydney	M. & Co.	May 7

Post Office.

A Mail will close for:

Swatow, Singapore and Bangkok—Per Koshichang, 22nd April, 9 a.m.

Hoihow and Bangkok—Per Samien, 22nd April, 9 a.m.

Swatow, Fochow and Shanghai—Per Wing-sang, 22nd April, 9 a.m.

Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per Dakota, 23rd April, 11 a.m.

Macao—Per Hongkong, 23rd April, 1.15 p.m.

Chefoo and Newchwang—Per Kweliang, 23rd April, 3 p.m.

Chefoo and Newchwang—Per Kweliang, 23rd April, 3 p.m.

Singapore and Calcutta—Per Shaik Allum, 23rd April, 3 p.m.

Bangkok—Per Chauhai, 24th April, 11 a.m.

Amoy—Per Chukong, 24th April, 11 a.m.

Macao—Per Hongkong, 24th April, 1.15 p.m.

Singapore, Penang and Calcutta—Per Kut-tang, 24th April, 2 p.m.

Shanghai—Per Kwong-sang, 24th April, 3 p.m.

Shanghai, Nagasaki and Vladivostok—Per Daphne, 24th April, 3 p.m.

Shanghai—Per Yachow, 24th April, 3 p.m.

Enron, S. C. India, via Telukong, 24th April, 11 a.m.

Macao—Per Hongkong, 25th April, 1.15 p.m.

Shanghai—Per Amara, 26th April, 3 p.m.

Yap, Saipan, Ruk, Ponape, Kusaie, Jalut, Butaritari, Tarawa, Ocean Island, Nauru and Sydney—Per Germania, 27th April, 10 a.m.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Hongkong Maru, 27th April, 11 a.m.

Chefoo and Tientsin—Per Kuitchow, 27th April, 3 p.m.

Shanghai—Per Shaoching, 27th April, 3 p.m.

Manila—Per Yachow, 27th April, 3 p.m.

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Empire, 28th April, 11 a.m.

Manila—Per Rubi, 28th April, 11 a.m.

Cebu and Iloilo—Per Kaitong, 28th April, 3 p.m.

Tientsin—Per Chongching, 28th April, 3 p.m.

Shanghai—Per Fanning, 28th April, 3 p.m.

Manila, Singapore, Penang, Port Swettenham, Herbeton, Matapi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Prince of Wales, 1st May, 10 a.m.

Enron, S. C. India, via Telukong, 1st May, 11 a.m.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Montague, 2nd May, 11 a.m.

Enron, S. C. India, via Telukong, 2nd May, 11 a.m.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 9th May, 11 a.m.

Enron, S. C. India, via Telukong, 9th May, 11 a.m.

Europe, S. C. India, via Telukong, 9th May, 11 a.m.

Caledonia, 29th May, 11 a.m.

It is hereby notified that on and from the 6th instant, the rate of postage on letters from Hongkong and British Postal Agencies in China to Egypt and the Sudan was reduced to 4 cents for each half ounce or fraction thereof.

A Pillar Box has been placed at Pokfulam Police Station. It will be cleared daily at noon.

There will be a delivery of letters at Pokfulam leaving the G. P. O. daily at 10.30 a.m.

The following may now be obtained at the General Post Office counter:—

Postal Guides, each 30 cents.

Parcel Post Tariff, each 20 "

TO-MORROW.

S. Peter's Seamen's Church.

Queen's Road, West.

First Sunday After Easter.

Morning Prayer 11 a.m., Venite, Turlie; Te Deum, Woodward; Benedictus, Jubilate; Turlie, Hymns, 1, 136, 274 and 295, Kyrie.

Evening Prayer, 6.30 p.m., Nunc Dimittis, Smart; Hymns, 206, 137, 254 and 16.

Holy Communion 7.45 p.m.

The Church launch Daypring will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon) Police Pier, 10.30 and 6 p.m.; returning afterwards. The Answering Bells are the Call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided.

Sunday school 10 to 10.45 a.m.

Meeting at Seamen's Institute 7.2, Praya East on Sunday at 8 p.m.

Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5.30 p.m.

German Bethesda Chapel, West Point—Morning Service, 11 a.m.

St. Francis's Church, Wanchai—Mass (Chin.), 6 a.m. (Port.), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point—Mass, 8 a.m.

Union Church—Services, 11 a.m., and 6 p.m.

VISITORS AT THE HOTELS.

HONGKONG.

Anderson, Mrs. K. Hunter, R.

Baird, Mr. and Mrs. Jones, Capt. R.

Barney, Mrs. M. A. Jameson, Mr. and Mrs. J. W.

Barryville, L. J. P. F.

Battiscombe, H. G. Kitch, E. A.

Bel, R. M. Engr-Lieut. Kerr, F.

Bellios, Mr. and Mrs. Knox, Mr. and Mrs. L.

and maid. Laiting, A. H.

Birbeck, R. J. Lam, C. H.

Bishop, R. M. & Mrs. S. Lawas, F. G.

Bisney, Miss Leland, Mr. and Mrs. L.

Bisney, Miss Lewis, R. T.

Bisney, Miss Loffin, R. T.

Bisney, Miss Lomax, F. S.

Bisney, Miss Marriott, Dr. O.

Bisney, Miss McCord, Miss M. E.

Bisney, Miss McDougall, W. J.

Bisney, Miss Miller, Mrs.

MAILS.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
DJIBOUTI, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"
Captain Bourdon, will be despatched for
MARSEILLES on TUESDAY, the 1st
May, at 1 P.M.

This steamer connects at Colombo with the
Australian line s.s. *Tarra* bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *POLYNESIE* 15th May.

S.S. *CALÉDONIEN* 29th May.

S.S. *SALAZIE* 12th June.

S.S. *OCEANIE* 26th June.

S.S. *TOURANE* 10th July.

DE CHAMPEAUX,
Agent.

Hongkong, 21st April, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"

Captain T. H. Hyde, R.N.R., carrying H.
Majesty's Mails, will be despatched from
the "BOMBAY," on SATURDAY, the 5th
May, 1906, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Himalaya*, 6,898 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Sole and Valuable, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Mac-
donaldia*, due in London on the 17th June, 1906.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 21st April, 1906.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Shawmut 9,666 E. V. Roberts 28th April

Tremont 9,666 T. W. Garlick

Hyades 3,753 J. Alwen

Lyra 4,417 G. V. Williams

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 4th April, 1906.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"SATSUMA" End of May.

For Freight and further information, apply
to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 19th April, 1906.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Chur-
ches' Dresses, and all kinds of Embroidery.
Materials can be supplied if required.

The Superiority will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1897.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY Per Case. \$22.50

" 20.00

" 16.75

WHISKY, PALL MALL 20.00

" JOHN WALKER & SONS' OLD HIGHLAND 12.50

" C. P. & CO'S SPECIAL BLEND 10.50

PORT WINE, INVALIDS 20.00

" DOURO 13.75

" SHERRY, AMOROSO 20.00

" LA TORRE 16.00

" BENEDICTINE, D.O.M. 40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

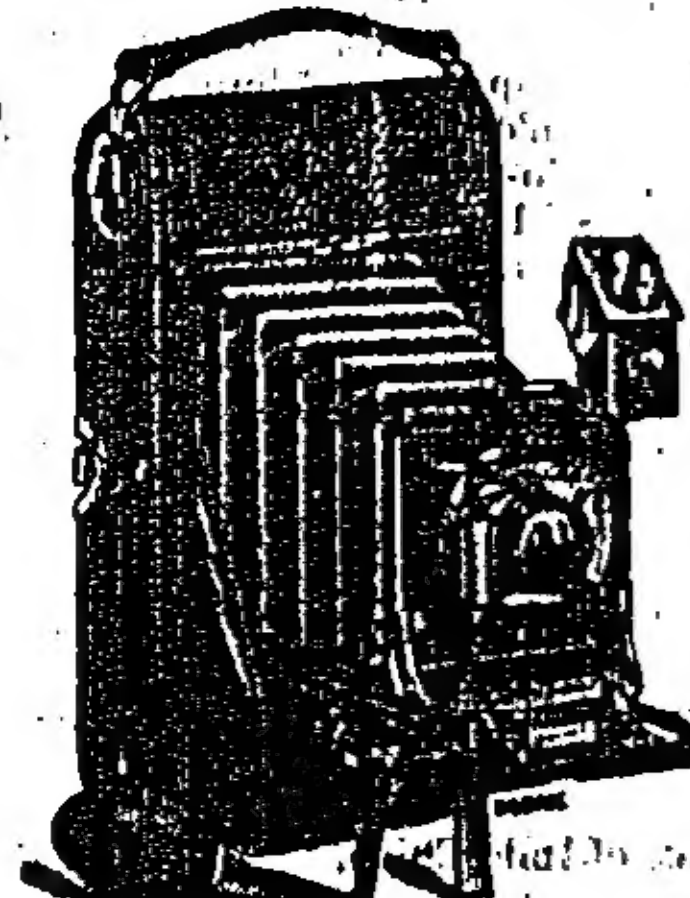
ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
(Hongkong, 16th May, 1907)

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	20,000	\$125	\$125	{ \$1,000,000 \$2,500,000 \$250,000 \$12,735 \$150,000 }	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/3 9/16 = \$26.87 for 2nd half-year 1905 }	5 1/2 %	{ \$865 London £88.10 \$40 buyers }
National Bank of China, Limited	99,925	£7	£3	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$74,999	\$2 (London 3/6) for 1905		
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$211,510	\$20 for 1904	5 1/2 %	\$355 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Nil.	\$41 for year ended 30.6.1905	4 1/2 %	\$96
North China Insurance Company, Limited	10,000	£15	£5	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 302,053	Final of 7/6 making 15/- for 1904	5 1/2 %	Tls. 90 sales
Union Insurance Corporation of Canton, Limited	10,000	\$250	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$2,339,112	\$40 for 1904	5 %	\$795
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$508,334	\$12 and \$3 special dividend for 1904	8 %	\$175 ex div.
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$344,058	\$6 for 1904	7 %	\$86 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	\$422,618	\$25 for 1904	8 %	\$310 sales
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$6,000 \$261,638 \$88,041 \$250,000 \$250,000 }	\$6,563	\$14 for 1905	8 1/2 %	\$18 buyers
Douglas Steamship Company, Limited	70,000	\$50	\$50	{ \$6,000 \$261,638 \$88,041 \$250,000 \$250,000 }	Nil.	\$34 for year ended 30.6.1905	8 1/2 %	\$41 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	{ \$6,000 \$261,638 \$88,041 \$250,000 \$250,000 }	\$21,620	\$1 for second half-year 1905	8 1/2 %	\$25
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$6,000 \$261,638 \$88,041 \$250,000 \$250,000 }	\$44,435	12/- @ 1/10 = \$8.29 5/11 for 1904	6 1/2 %	\$93 buyers
Shanghai Tug and Lighter Company, Limited	700,000	Tls. 50	Tls. 50	{ \$6,000 \$261,638 \$88,041 \$250,000 \$250,000 }	Tls. 2,156	Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 18 buyers
"Do." (Preference)	100,000	Tls. 50	Tls. 50	{ \$6,000 \$261,638 \$88,041 \$250,000 \$250,000 }	Tls. 2,156	Final Tls. 14 making Tls. 34 for 1905	7 %	Tls. 48 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ \$6,000 \$261,638 \$88,041 \$250,000 \$250,000 }	\$10,781 1/2	1/- (Coupon No. 6) for 1905	4 %	Tls. 29 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$6,000 \$261,638 \$88,041 \$250,000 \$250,000 }	\$929	\$1.80 for year ending 30.6.1905	4 1/2 %	\$32 buyers
Taku Tug and Lighter Company, Limited	70,000	Tls. 50	Tls. 50	{ \$6,000 \$261,638 \$88,041 \$250,000 \$250,000 }	Tls. 13,613	Final of Tls. 2 making Tls. 4 for 1905	11 %	Tls. 36 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$450,000 \$86,119 Tls. 100,000 }	\$40,914	Final of \$15 making \$25 for 1905	13 1/2 %	\$178 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$850,000 \$450,000 \$86,119 Tls. 100,000 }	\$132,588	\$3 for 1897		\$25
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$850,000 \$450,000 \$86,119 Tls. 100,000 }	Tls. 3,723	Tls. 24 for year ending 30.6.04		Tls. 85 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$80,000 \$26,011 none G \$9,905.00 }	\$13,355	Final of 1/- (No. 5)		Tls. 10.45 buyers
Original Consolidated Mining Company, Limited	100,000	G \$10	G \$10	{ \$80,000 \$26,011 none G \$9,905.00 }	G \$9,905.00	Final of 50 cents making G \$1 for 1905		G \$16
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ \$80,000 \$26,011 none G \$9,905.00 }	\$8,745	No. 12 of 1/- = 48 cents		\$3 sales
DOCKS, WHARVES & GODOWNS.								
Famham (S. C.) Boyd & Co., Limited	35,200	Tls. 100	Tls. 100	{ \$1,000,000 \$70,000 \$50,000 \$16,160 \$20,000 }	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 %	Tls. 120 buyers
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$1,000,000 \$70,000 \$50,000 \$16,160 \$20,000 }	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$1,000,000 \$70,000 \$50,000 \$16,160 \$20,000 }	\$20,040	Final of \$31 making \$6 for 1905	6 %	\$104
Hong Kong and Whampoa Dock Company, Ltd.	40,000	\$50	\$50	{ \$1,000,000 \$70,000 \$50,000 \$16,160 \$20,000 }	\$562,232	\$6 for second half-year 1905	7 1/2 %	\$165
New Amoy Dock Company, Limited	10,000	\$50	\$50	{ \$1,000,000 \$70,000 \$50,000 \$16,160 \$20,000 }	\$2,221	\$1 for 1905	6 %	\$17 buyers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ \$1,000,000 \$70,000 \$50,000 \$16,160 \$20,000 }	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 224 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ \$1,000,000 \$70,000 \$50,000 \$16,160 \$20,000 }	Tls. 2,762	Tls. 18 for 1904	8 1/2 %	Tls. 215 buyers
LANDS, HOTELS & BUILDING.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none \$14,516 none \$1,719 }	none	First year	8 1/2 %	Tls. 100
Star House Hotel Company, Limited (Shanghai)	6,000	\$25	\$25	{ none \$14,516 none \$1,719 }	\$9,028	\$24 for year ended 30.6.1905	8 1/2 %	\$32
Central Stores, Limited	24,000	\$15	\$15	{ none \$14,516 none \$1,719 }	\$1,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18
"Do." (Founders)	123	\$15	\$15	{ none \$14,516 none \$1,719 }	\$1,719	7 % on \$74 for 1905		\$158 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ none \$14,516 none \$1,719 }	\$648,975	None		\$300 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ none \$14,516 none \$1,719 }	\$24,071	\$5 for second half-year 1905	7 1/2 %	\$133 1/2 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ none \$14,516 none \$1,719 }	\$67,830	Final of \$34 making \$7 for 1905	6 %	\$16 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ none \$14,516 none \$1,719 }	Tls. 24,986	Interim of Tls. 1	14 %	Tls. 17
Lumpreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ none \$14,516 none \$1,719 }	\$4,699	Final of \$6 making \$10	10 %	\$100
Kowloon Land and Building Company, Limited	4,000	\$50	\$50	{ none \$14,516 none \$1,719 }	\$208,385	8 cents for 1905	7 %	\$114
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ none \$14,516 none \$1,719 }	\$50,000	\$24 for 1905	6 1/2 %	\$39
West Point Building Company, Limited	12,500	\$50	\$50	{ none \$14,516 none \$1,719 }	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 %	Tls. 118 buyers
COTTON MILLS.								
Fwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939 Tls. 100,000 }	Tls. 100,000	Tls. 8 for year ended 31.10.1905	11 %	Tls. 72 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 45,939 Tls. 100,000 }	\$23,264	\$1 for the year ending 31.7.05	6 %	\$164 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 109,000 Tls.				